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KING'S CONDITION UNCERTAIN.

THREE DOCTORS MAKE CAREFUL SURVEY.

POSSIBLE SETBACK CANNOT BE IGNORED.

PRINCE IMPATIENT.

London, Nov. 30. "His Majesty's condition shows no change this evening," states the bulletin issued from Buckingham Palace to-night.

It is notable that the bulletin issued this morning was not sent out until quarter past one, nearly three hours later than usual. It stated that the inflammation of the lung and the pleura showed some improvement, but that the time of possible exacerbation of the infection has not yet passed, and in any case progress must be slow.

The bulletin has signed by Lord Dawson, Sir Stanley Hewett and Sir Humphry Rolleston, this accounting for the delay in publication.

Complete Examination.

Sir Humphry joined Lord Dawson and Sir Stanley Hewett after the latter had been with the King for about an hour. The three examined in detail all the data, the records of the case, the temperature charts, the radiographs, and the results of the bacteriological examination.

A high authority at the Palace told Reuter that the King's was slightly, but distinctly, better, though at this stage of the illness, the possibility of a setback could not be completely ignored. His Majesty has not yet reached the stage when it is possible to say that he is on the high road to recovery.

King's Gracious Act.

His Majesty's lively interest in affairs outside the sick-room is illustrated by his kindly action when he saw a photograph in a picture paper of "Old Kate," the nonagenarian race-card seller, who is very well-known to race-goers, peering at the bulletin recording his condition posted outside Buckingham Palace.

His Majesty was much touched by the old lady's loyal devotion and commanded that an agreeable letter should be sent to her. A difficulty arose in finding "Kate" who is said to have attended at least 60 Derbys, but it was solved by Major Featherstonhaugh, the manager of the King's Stud, who went to Kempton Park Races and delivered the precious communication to the delighted old dame.

Prince Anxious.

The anxiety of the Prince of Wales to return to England from Dar-es-Salaam, where he is now impatiently awaiting H.M.S. Enterprise, which is making her way at full speed from Aden, is shown by an announcement made by the Admiralty to-day, by which the Prince may accelerate his journey.

Enterprise is expected to reach Dar-es-Salaam to-morrow night or Sunday morning. His Royal Highness will embark at once for Suez, and it has been practically decided by the Prince to leave "Enterprise" at Suez, and proceed by train to Alexandria, where he will join another of His Majesty's ships, probably Frobenius, and proceed to Brindisi, Naples or Marseilles. Thence, he would travel overland to London.

It is stated from Dar-es-Salaam that the Duke of Gloucester is not expected to join H.M.S. Enterprise. Up to the present, it is not exactly known where he is, but he is believed to be somewhere between Abertown and Broken Hill in Rhodesia.

South African Sympathy.

Pretoria, Nov. 30.

General Hertzog has telegraphed to the Prince of Wales expressing the extreme regret of the South African Government at the sad circumstances compelling the cancellation of the Prince's visit to the Union and wishing His Royal Highness goodspeed and a safe return. General Hertzog expressed the sincere hope that the health of His Majesty will improve

FRANCE, SYRIA AND IMPERIALISM.

MANDATE MOTION MADE VOTE OF CONFIDENCE.

M. POINCARÉ'S VIEWS.

Paris, Nov. 30. An unexpected suggestion, made on the grounds of economy, was submitted to the Chamber of Deputies to-day in the form of a resolution by the Socialists that France should surrender her mandate in Syria.

The Government regarded the motion seriously, and informed the Chamber that its rejection would be made a vote of confidence. M. Poincaré himself undertook the principal attack on the motion, and in a spirited speech, he advanced the arguments that the prestige of France demanded that she should not relinquish the mandate at this stage, and that in good faith, and in the interests of France, they should carry out their promise of leading the Syrians to independence.

"Are you sure," M. Poincaré asked the Socialists, "that the new nation to which the mandate would be confided would show the same splendid disinterestedness as France?" "Don't you fear that a Power of Imperialist tendencies might install itself among peoples we protect?" "If I speak thus," added the French Premier, "it is because I am well-informed."

The motion was defeated by 300 votes to 200.—Reuter.

TRADE MARK LAW CHANGES.

PROTECTION OF DESIGNS REGISTERED IN U. K.

NEW HONGKONG LAW.

The Gazette contains the draft of an Ordinance to protect the registered proprietor of any design registered in the United Kingdom.

The object of this Ordinance is to ensure that the registered proprietor of any design registered in the United Kingdom under the Patents and Designs Acts 1907, and 1919, or any Act amending or substituted for those Acts, the like privileges and rights as though the certificate of registration in the United Kingdom has been issued with an extension to this Colony.

By section 3 of this Ordinance, whilst an injunction is obtainable in every case not falling within section 4 where any infringement of copyright in a design is proved, no damages are recoverable against an innocent infringer of any design.

By section 4 the Supreme Court is empowered to make a declaration that exclusive privileges and rights in a design have not been acquired in the Colony, under the provisions of this Ordinance, by reason of the existence of grounds which would justify the United Kingdom registration being cancelled under the law for the time being in force in the United Kingdom.

"OUR POOR" DAY.

STREET SALE OF ROSES.

The annual street sale of roses on behalf of the poor of the Colony, organised by the Society of St. Vincent de Paul, has been held this morning, and, judging from the good business being done by the ladies and children engaged in selling, there should be an excellent result.

From early in the morning, large numbers of willing helpers have been busy at their various stations on both sides of the harbour, and by the forenoon practically everybody was seen wearing a rose.

At the moment, the list of helpers is not available, but we hope to publish their names later.

and that all cause for anxiety will soon be over.

The Prince of Wales has replied: "Deeply grateful for your telegram. Tell all the Union how keenly disappointed I am at having to postpone my second visit, to which I had been much looking forward."—Reuter.

MODERN AID TO SHIPPING.

START POINT BEACON COMPLETED.

ENABLES VESSELS TO FIND EXACT POSITION.

BRITISH ENTERPRISE.

London, Nov. 30.

The Wireless Beacon Installation built at Start Point by the Marconi Company for the Mercantile Marine has just been completed.

This type of station transmits a special signal, on an exclusive wave-length of 1,000 metres, for the benefit of ships equipped with direction-finders.

Seventh of Kind.

The Start Point installation is the seventh of its kind now established round the British coast, the others having been installed at Round Island, Skerries, the Spurn Lightship, the Casquets Bar Lightship and Coningsby in Ireland.

In the near future, further Beacon stations of the same type will be installed at other points on the British coast, notably North Landy, Dungeness, Kinnaird Head and Cromer.

In addition, orders have been received for similar stations in other parts of the world.

Sure of Position.

The completion of the Start Point transmitter means that very effective cross-bearings can now be taken by ships using three Channel stations as their fixed points, and they can thus obtain a sequence of bearings whenever required by navigators, and can be sure of their position right up to the Channel.

Since the wireless direction-finder has become firmly established and more generally employed on merchant vessels of the world, a demand has arisen for the erection of permanent installations situated at places of advantage from a shipping viewpoint round the coast.

Recognised Signals.

The function of these installations is to send out recognised signals at convenient intervals, purely for the purpose of enabling ships fitted with direction-finders to take their bearing and thereby find their exact position when approaching the coast.

The call sign or Start Point station is G.S.M., and accurate direction-finding bearings may be expected up to about 100 nautical miles under normal atmospheric conditions.—British Wireless.

PRINCESS SHOT DEAD AT CONCERT.

OFFICER JEALOUS OF HIS PRINCELY RIVAL.

Vienna, Nov. 4.

Maddened by jealousy, Felix Gartner, a former officer of the Imperial Austrian Army, shot the Turkish Princess Muhab Pasha yesterday evening during a concert at the great Konzerthaus here.

He fired three shots, instantly killing his victim, after which he attempted ineffectually to escape. The hall was crowded with a fashionable audience.

Gartner, who is 60, has been twice divorced, and is reported to have for some time been paying attentions to the Princess, who was a tall beautiful woman of 35, and a prominent figure in Viennese society.

Gartner followed the Princess when she went down the foyer in the interval. There was a short and heated conversation. Gartner, who was standing with his right hand in his pocket, suddenly drew his revolver and fired three shots, wounding her fatally.

He told the police that the Princess had been betrothed to him for some time, until a rival appeared in the form of a Turkish prince, who had more money than he had.

FACTS OF LUCKNOW TROUBLE.

POLICE DID NOT USE THEIR FIREARMS.

BATON CHARGE ON MOB

Lucknow, Nov. 30.

It is revealed by more detailed reports of the disturbance at Lucknow yesterday on the arrival of the Simon Commission, that the police did not use firearms, as reported yesterday, when forced to disperse the mob of unruly demonstrators.

The circumstances were much as related, the crowd getting out of hand, and attempting to rush the barriers. The Police ordered the mob to retire from their position near the railway station, who responded by throwing bricks.

The order was then given to disperse them, and the police charged with their batons. One boycottor was seriously injured in the ensuing fight, but the ringleaders mentioned yesterday, including Jawahar Lal, the Nationalist Secretary, and Motilal Nehru's son, received only minor injuries.

The demonstrators were eventually forced to retire, shouting "Simon Go Back."

The members of the Commission were warmly cheered by a large gathering, including many members of the "depressed classes" as they drove to Government House.—Reuter.

WEST GERMAN METAL LOCK-OUT.

CHANCELLOR SUBMITS NEW PROPOSALS.

Berlin, Nov. 30.

The Chancellor, who has at last intervened in the prolonged iron and steel lock-out, to-day discussed with the representatives of both sides, the possibility of a settlement by submitting the dispute to a special arbitrator proposed by the Government.

The Government arbitrator's decision must, however, be accepted unconditionally.

The employers have accepted the proposal in principle, but the men have postponed their decision.

The special arbitrator will probably be the Minister of the Interior, Dr. Severing.—Reuter.

MUSSOLINI SMILES AT PEACE PACT.

OUTSPOKEN COMMENT ON ARMAMENTS.

Rome, Nov. 30.

An outspoken comment by Signor Mussolini, the Italian Dictator, on the subject of international armaments, is contained in a letter in which the Duce congratulates General Cavallero, the former Under-Secretary for War, on his elevation to the peerage.

Signor Mussolini declares that much remains to be done in the development of the (Italian) Army "in view of the fact that despite the most sublime Kellogg Pact, the whole world including Mr. Kellogg's own country, continues to arm itself."—Reuter.

CANADIAN SHIP'S FLIGHT.

CONFLICTING REPORTS RECEIVED.

Seattle, Nov. 30.

The Japanese steamer Yeogen Maru is reported to have reached the Canadian grain-steamer Chief Maquilla, which has sent out urgent S.O.S. messages at a point 1,500 miles out of Kildonan, British Columbia. She is bound for Shanghai. She will probably be towed into Dutch Harbour, Alaska.

On the other hand, the President McKinley wirelesses that the Chief Maquilla is foundering and the nearest vessel, the Montreal Maru, is nearly two hours' journey distant.—Reuter.

EXPRESS DRIVER ON TRIAL.

MANSLAUGHTER CASE DISMISSED.

ALDINGTON'S DEFENCE IN CHARFIELD DISASTER.

CONFLICTING SIGNALS?

London, Nov. 30.

Ernest Aldington, (67), the driver of the express train which figured in the disastrous collision at Charfield last month, who was committed for trial on a coroner's warrant on a charge of manslaughter, was formally charged at the Wootton-under-Edge Police Court this morning.

He pleaded not guilty and after a lengthy hearing, the charge was dismissed.—Reuter.

At the inquest on the 15 victims of the smash at Bristol, the jury's verdict was:

"We are satisfied that Signalman Button (in the Charfield box) was not at fault, and that his signals and apparatus were in good working order."

Jury's Verdict.

"We are satisfied that, in spite of conflicting evidence about the fog, it was not necessary to cut out the fog signalman."

"We are unanimously of the opinion that the collision was caused by the negligence of Driver Aldington in passing his signals when at danger."

[An L.M.S. express, from Newcastle to Bristol, on October 13, crashed into a part of a goods train, which was being shunted to make crash the express engine hit another goods train.]

Driver's Evidence.

Although warned that he need not do so, Aldington gave evidence. He said he had been 12 years a driver, and had driven the express for two years.

"At Berkeley-road," he said, "the signals were in my favour. There was a patchy fog about. I expected to find the fog-mans out. I might have been able to see the signals through the glasses but I lunged out by the side of the cab to make sure."

"As we approached Charfield station signal both the fireman and I were hanging out. I saw the signal light. It was clearly showing green. I picked it out about 70 or 80 yards away."

Aldington said that he was in the cab, looking through the glass for the outer and inner home signals. It became more foggy, and he did not see either signal.

"Then the engine struck something," he said. "I put the brakes on and crouched down, and the engine must have overturned."

"Impossible."

He was helped out by his fireman, and after giving what assistance he could, he went to the signal-box and said, "What is the meaning of this lot? You have the distant signal off."

The signalman replied, "Impossible."

Questioned by Sir John Pringle (Ministry of Transport) Aldington repeated again and again that he was positive that he saw the green light and not the red one at the distant signal.

He had known an instance where he could see a distant signal at green and the outer home signal at red both at the same time.

Sir John: Have you reported that case, as was your duty?—No, I am sorry I have not, so as not to get anybody into trouble.

Frank Christian Wain, of Birmingham, the fireman of the express train, said he was certain that the distant signal at Charfield showed a full green light.

FUNDS FOR THE DUTCH LIFEBOATS.

RECENT CALLANTRY LEADS TO APPEAL.

Amsterdam, Nov. 30.

The wonderful heroism and the losses of the lifeboatmen on the Dutch coast during the recent storms, has led to an appeal on their behalf in the Dutch Press.

The Bourse at Amsterdam has now voted £5,000 to Dutch Lifeboat Association for the purchase of a new motor-lifeboat.—Reuter.

Bulls and Inners

From the Office Butts.

Hoo's yer-held!

From the S. C. M. Post:—"Young of a pleasing little repast," a Chinese gentleman would like to meet little speech" by Mr. Brown, meet a few girls as dancing and "a delightful little speech" by partner." He evidently desires to Mrs. Southern. Seems to have float a Dancing Company, Unlimited—a miniature affair.

ed.

It was most unfortunate that a well-known Peak resident (who certainly dresses like a golfer) hoped to refer to Fanning as a "lopping" place.

Cause and effect. Haggis last night—Haggard this morning!

Movie fan has not complained that "Baby Mine" was an infantile production.

Bagpipes really were invented by the Romans, a historian declares. The Scots aren't such bad people after all.

Things we are not likely to see:—A moving picture that doesn't break any of the Commandments.

The fellow who parks in front of a poor judge of distance. Probably he bobbed down to do it.

From what we see at Fanning, it's the caddle these days who carries most of the white man's burden.

Lots of these so-called "event" people only live up to their reputations at odd moments.

We read that Lapland is the most thinly-populated country in the world. Wonder how many Lapps to the mile?

The latest Scottish story:—After buying a gold watch in Cat Street for three dollars, Mac was so offended at not being given a chain, that he walked off without asking for a guarantee.

MacWhirter, he says that these rationalists should be put on a diet and strictly rationed.

The China Mail is to be congratulated on its picture entitled "Artist Catches Man-Eating Anchovy." Apparently it wasn't the only thing he caught!

The West River Commission may possibly discover the names of those officers who go aloft, merely to woo chow money.

To-day's simile:—"As indignant as a sharebroker licking a stamp."

Once the pipe line is laid, every Jack will have his gill.

A new book list announces the famous trials of the last fifty years. Nothing is said about the cigarette lighter, however.

"Shareholder." We are inclined to doubt the report that the Tramway Company intends competing with the Government in the provision of maternity facilities.

Anyway when it comes to giving birth we'd prefer a tram to a bus any day.

"Pedestrian"—The safest way to pass these public motor-cars is to pick-out the farthest parallel street.

We may yet live to see the day when the Railway will be asked to stop running noisy trains in front of the Peninsula Hotel.

Auchtermuchty was smaller this year, but that did not affect the price of refreshment.

"Hongkong Infected," says a newspaper heading. Wouldn't "affected" be more correct?

MacWhirter, he says, if he were a minister in Hongkong, nothing would give him more pleasure than to be asked to bury some of these perverse scribblers.

Reporting the recent launching at Talkoo, a contemporary speaks of "a pleasing little repast," a Chinese gentleman would like to meet little speech" by Mr. Brown, meet a few girls as dancing and "a delightful little speech" by partner." He evidently desires to Mrs. Southern. Seems to have float a Dancing Company, Unlimited—a miniature affair.

There is no truth in the rumour that the Government by digging pits in front of the City Hall hoped to reverse Bannockburn "lopping" place.

"Reader."—We do not know if Satire believes in life after death. Up to the present we understand he has not offered himself for experiment.

Hongkong policemen now emulate our anglers by telling of the prisoners they caught but got away.

MacWhirter says that what the appointments he loses whilst waiting for the other fellow.

From a local serial:—"He bent and whispered in her hair."

The cat may look at Ah King but if Ah King looks too hard at an Indian constable he may get the cat.

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Some witnesses will never look well in the box until they are dead.

The contemporary which headed the death of the Roman Catholic Primate of Scotland, "Archbishop Smith," missed a chance when it failed to refer to the retired Archbishop of Canterbury as "Bill Davidson."

There is no truth in the story that the Mayor of Taipei is taking his pony on tour. He bought it in order to save the railway journey.

Talking about muscals, MacWhirter says that in time he hopes to get used to the stuff he ought to like.

What about the Hongkong Boxing Association featuring some of these rationalists in a fifteen round contest?

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May we clean just one piece as a trial?

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For flat or tiled roofs
APPLIED COLD IN ANY WEATHER.
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COLFIX (FAR EAST) LTD.
Manufacturers of Cold Emulsions.
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THE LATE MR. CAPELL.
FUNERAL AT CATHOLIC CEMETERY.

The funeral of the Mr. J. R. Capell took place at the Roman Catholic Cemetery yesterday, the cortege passing the Monument at 5.15. There was a large gathering of friends at the graveside, where Rev. Fr. Spada, assisted by Rev. Fr. Noval and other members of the Catholic clergy officiated. The chief mourners were his son, Ralph and niece, Ida.

Many wreaths were sent by the friends of the deceased, there being well over two hundred floral tokens.

Among the wreaths sent were the following: "Your loving wife," Dolly, Vi, Phyllis, Ralph, Ida, Eugenie, Jennie, Lily, Alice, Annie, Evelyn and Archie, Harry and Nancy, Mabel and Laurence, Nell and Herbert, Percy and Alice, Marion and Charlie.

Bert, Lill and Children, George and Annie, Ted Ramsey, Daisy O'Keefe, Mrs. M. Ramsey, Mr. and Mrs. W. L. Ramsey, Mrs. R. Carroll and W. J. Carroll, J. C. Smith, Connie and Tootsie, Mr. and Mrs. A. H. Carroll, Mr. A. Philippen, Mr. F. P. Lenfestey, Mr. L. B. Edwards, Mr. and Mrs. Gibson, Mr. and Mrs. Stapleton, and Chinese house staff (Ah Wing, Ah Soo, Yee So, Yee Sam and the cook).

The following firms also sent wreaths: Messrs. A. S. Watson and Co., Ltd., (staff, wholesale department), Hongkong Dispensary (European Staff), Hongkong Dispensary (Chinese Staff) Hongkong Dispensary (Wine Dept.), Asiatic Petroleum Co., (Local Staff) A. P. C. (Ladies Staff), Gibb Livingston and Co., and Orient Tobacco Company.

CHILEAN NAVY.

TRIBUTE PAID TO BRITISH SHIPBUILDING.

London, Nov. 30.
The Aldea, the last of the six destroyers ordered by the Chilean Government from Thornycroft's, the well-known shipbuilders, was launched at Southampton Water yesterday.

At a subsequent luncheon, Admiral Merino, of the Chilean Naval Commission, whose wife named the vessel, paid a high tribute to British workmanship as exemplified in the manner in which the contract had been carried out. The first of the six destroyers, the Serrano, is now almost ready to proceed to Chile, and her officers and crew were present at yesterday's launch; and a telegram of good wishes was received from the officers and crew of another of the six destroyers, the Riquelme, now undergoing trials on the Clyde.—British Wireless.

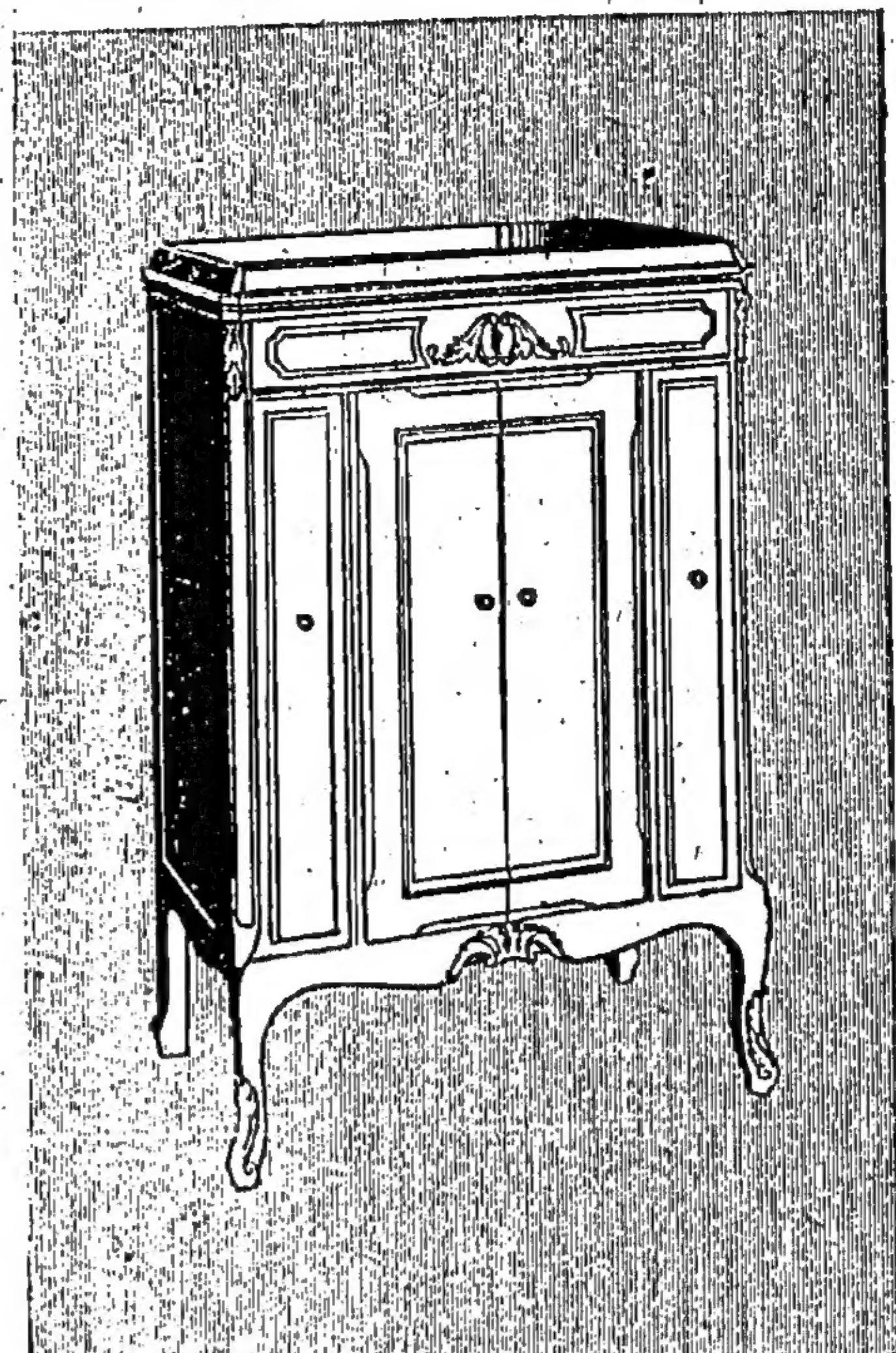
RADIUM TREATMENT.

EXTENSION OF FACILITIES IN LONDON.

London, Nov. 30.
Sir Otto Beit has offered £50,000 to King Edward's Hospital Fund for London, for the purchase of radium for use in hospitals. In accepting the gift of funds, officials state it will enable immediate relief to numerous patients who now have to wait their turn to share the benefits of the limited supply of radium now available.

Sir Otto Beit, who has large business interests in South Africa, has given much financial assistance to scientific research. Last May he contributed £10,000 to the British Red Cross Society to help establish a clinic for the treatment of rheumatic diseases. He followed this with £3,474 to complete the £40,000 required for this purpose.—British Wireless.

Model 8-12. Illustrated below. The Orthophonic Victrola in an exquisite cabinet of French Renaissance design. Adapts itself admirably to any modern scheme of home decoration.



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VICTOR Records offer you a library of living music for your constant entertainment and study. Yet only by owning an Orthophonic Victrola can you obtain the full musical value from your collection of records.

This marvelous instrument brings the symphony, the song, the full dance orchestra into the intimacy of your own comfortable home. Exclusive Victor principles of musical reproduction give you the identical music of the original performance. You can all but see the artist, singing or playing to you and your guests. Naturally, when you've once heard an Orthophonic Victrola, you'll never be satisfied with any other reproducing instrument.

Your nearest Victor dealer has a wide selection of Orthophonic Victrolas awaiting your inspection. There are varied and exquisite cabinet designs to appeal to each individual taste. You can easily find one that will suit your means. Ask to hear the latest Victor Records and the most recent musical masterpieces. Your dealer will be glad to put your name on his mailing list. See him—today!

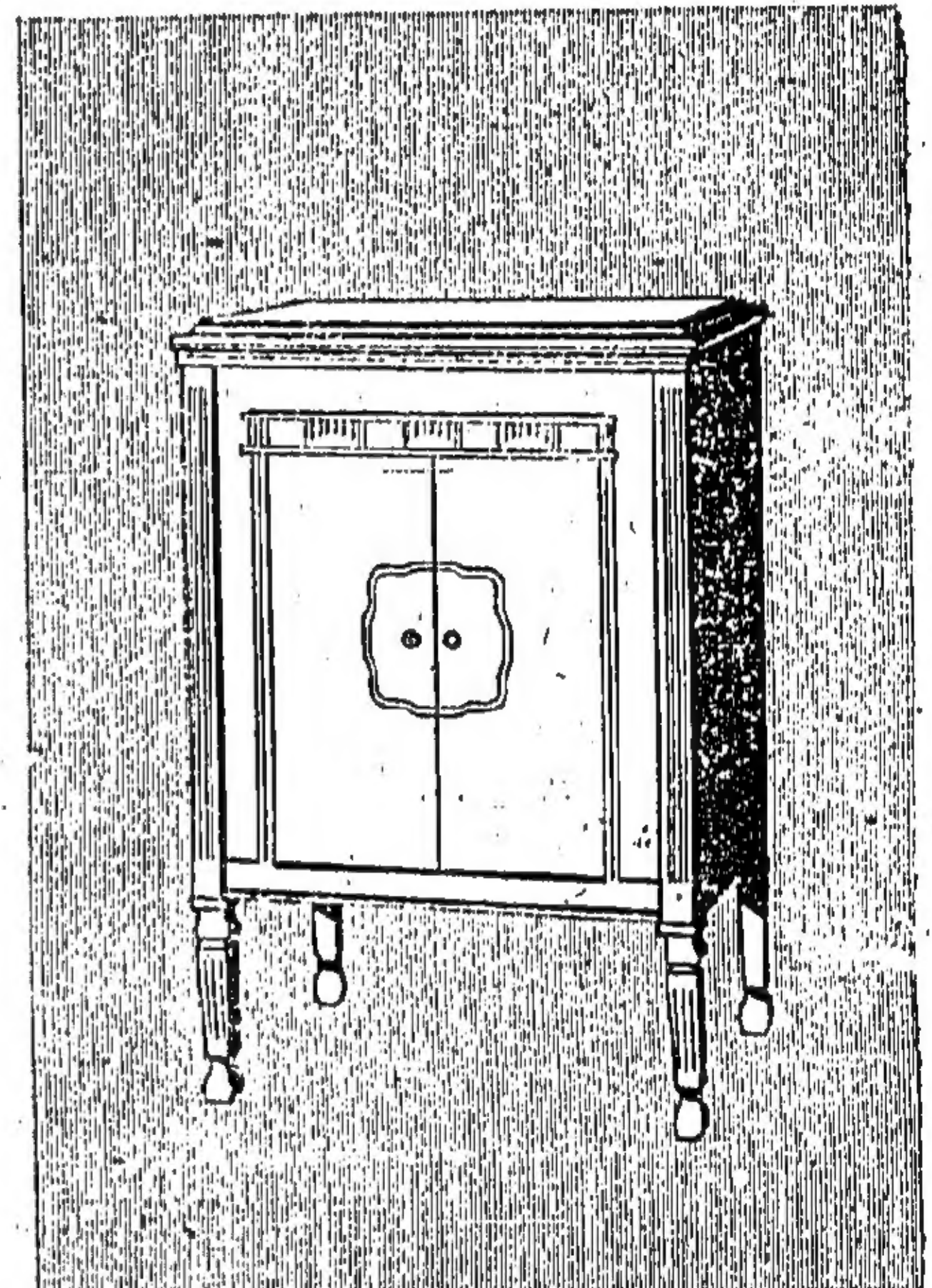
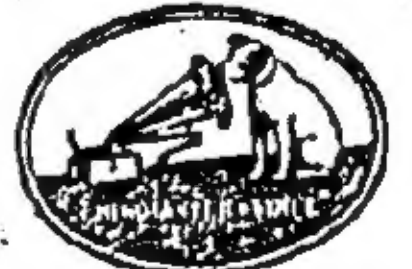


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Beware of imitations! None genuine without this trade-mark

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If you are run down and far from well—try SCOTT'S Emulsion.

It builds up the body, heals the lungs and tones up the system. Ask for

SCOTT'S Emulsion
The protector of life

SALESMAN SAM

MRS. LOTTIE SHECKLES, GUEST OF THE HOTEL DEFLOP, GAVE CLERK SAM HOWDY A FIVE DOLLAR TIP WHEN SAM CAME TO HER ROOM TO GIVE HER EVEN BETTER SERVICE THAN HERETOFORE.

I'M GLAD YA HAD A NICE TIME AT THE PARTY, MRS. SHECKLES! ER—DON'T CHA THINK IT'D BE A GOOD IDEA TO LET ME PUT YOUR JEWELS IN 'TH' SAFE FER SAFE KEEPIN'? THEY WILL BE MUCH SAFER!

VERY THOUGHTFUL OF YOU TO SUGGEST IT, MR. CLERK—

OH, THAT'S SAM HOWDY ALL OVER!

Whadda Ya Think?

THERE! EVERYTHING ALL TUCKED AWAY!

SWEET SUSIE! A COUPLA ROUGH LOOK IN GUYS AN' ME WITH NOT EVEN AN AIRGUN TO PROTECT THE JEWELS!

HOLLY GEE! THAT CLERK SURE PULLED A FAST GETAWAY! HE WAS SCARED STIFF! ALL WE GOTTA DO NOW IS HOIST DIS SAFE UP ON OUR TRUCK!

MOTHER OF PEARLS! IS SAM ACOMARD? IS HE GONNA LET THE MIDNIGHT CALLERS GET AWAY WITH THE SHECKLES JOOLS?

?

DO YOU SEEK RELIEF FROM

Constipation
Torpid Liver,
Biliousness,
Sick Headaches,
Flatulence,
Offensive Breath



JUST A LITTLE DOSE OF
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You'll Feel Better in the Morning.

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LORD MELCHETT ON
U. S. PROSPERITY.MORE SYSTEMATIC BUSINESS
POLICY.

MACHINE ADVANTAGE.

Lord Melchett, Sir Harry McGowan, and Mr. Frederick Szarvay returned to England in the Cunard liner Aquitania at the beginning of the month after an extensive tour in the United States and Canada.

In conversation with a reporter, they said nothing could now arrest the prosperity of either country.

Lord Melchett, formerly Sir Alfred Mond, said:—

I see no reason why industrially Great Britain should not regain the great position it has always held in the world before.

The productivity of the American workman per hour, however, is helped considerably by the large amount of mechanical power used in the United States—16 h.p. as compared with 1 h.p. in Great Britain.

The American employer is not afraid of the workman getting higher wages, and consequently does not inhibit productivity.

Systematic Business.

America has adopted a more systematic business policy, and is putting her business on a strong financial basis, and insisting on having the very latest machinery. She is also organising her businesses into larger units.

The United States banking system is more conservative than ours. We should not open credit accounts so freely. It is not done in America, with the result that American business has plenty of reserves for development.

You cannot really compare England and America. America has greater area, consuming power of the population, and natural resources. It has a tariff against the outside world.

America, in fact, is practically self-contained, and 90 per cent. of its products are consumed within its own borders. Its export trade has no relation to its home trade, is insignificant, in fact; whereas in Great Britain our export trade must be of very much larger proportions to enable us to feed ourselves.

Factors in Success.

There are two dark spots. The textile industries in New England have the same difficulties as our textile industries. In the coal industry of Pennsylvania overproduction is causing the same conditions as obtain in England—uneconomic prices.

There are two basic factors in the present prosperity of America. One is the very large amount of money earned during the war at the expense of Europe, which has enabled them to remodel old plant and build new factories. The other is the great productivity of the American workman.

I found very great interest being taken in America in the work we have been doing in the Peace Industry Conference. Some of the American trade union leaders took a very farsighted view.

"See for Yourself."

Sir Harry McGowan, president of the Imperial Chemical Industries, a director of the Midland Bank, General Motors (New York), and many other companies, said:

The lesson I would preach is the necessity for English business men to travel in Canada and the United States to see for themselves.

I found no anti-British feeling among my business friends in America. Business relations were unaffected by the political capital made out of the Anglo-French agreement.

The labour situation in the United States seems settled. The slack period created by the tremendous introduction of machinery has been brought to an end by the creation of new industries.

Prosperity by "Waste."

Mr. Frederick A. Szarvay, chairman and managing director of the British, Foreign and Colonial Corporation, Ltd., the Dunlop Rubber Company, Ltd., and a number of other important companies, said:—

The war has turned the United States from a debtor to a creditor country. Formerly it was dependent to a large extent on European financing. This has been remedied, and the federal reserve system has so far stood the test.

But gold inflation has brought its own problems. Faced with the rise in the cost of living and ever-increasing wages, America is compelled to maintain consumption of her products at the highest possible level, and must therefore produce cheaply.

The American nation is being taught to buy, buy, and buy. One might almost say that the present phase of American prosperity is based partly on organised waste. In a country of such vast resources this is not so unsound as it would at first appear.

STREET BATTLE.

CONSTABLE AND THREE
ROBBERS KILLED.

A cleverly conceived trap laid by the police from Harbin Road Station, Shanghai, resulted in the shooting to death of two armed robbers, the wounding and capture of six more, and the break up of a gang who had attempted to raid the house of a Chinese doctor, Tau Tsz-yuin, 379 Point Road, on Saturday night. One Chinese detective was shot in the lower part of the leg when the robbers opened fire, but with magnificent pluck gave chase to the fleeing men and assisted in bringing two of them into Wayside Station.

The police, having received information that a gang contemplated a raid on the house, had been lying in wait for two days. The door of the house, which is just down an alleyway off Point Road, was left open and at 8 o'clock on Saturday night, when Det.-Sgt. Henton, Det.-Sgt. Osmand, P. C. Lewis, and eight Chinese detectives were ambushed in various places just inside the small courtyard on to which the door opened, nine men, most of them armed with pistols, pushed their way in.

Detectives' Narrow Escape.

A Chinese detective had been stationed near the door, so that he could see out and count the number of men in the gang. When the whole nine were inside the door, he challenged them. As one man they turned on him and opened fire. Fortunately he anticipated their action and by falling sideways managed to get through a small door and out of range. Meanwhile two other parties of police, stationed to the right and left of the small yard, who had side challenged the robbers when they turned on the Chinese detective, opened fire. One of the robbers nearest the door was brought down, blocking the exit so that his comrades, who made a mad dash for the alleyway, as soon as they found that they had a posse of police to deal with, were hampered in their escape, and police bullets took terrible effect among them as they fought and struggled to get past the wounded man.

Det.-Sgt. Henton and P. C. Lewis were posted at a window above the doorway, overlooking the alley, and as the robbers dashed out they opened fire from above. Three robbers were found lying inside the door and three outside in the alley. Two of them were found to be dead, and the others more or less seriously wounded.

Three robbers who escaped the fire made off in an easterly direction. Det.-Sgt. Osmand had a narrow escape, a bullet from one of the robbers' guns passing through the leg of his trousers just above the knee.

Two Arrested.

One of the robbers who dashed away was quickly lost to sight, but the chase of the other two was taken up by a Chinese detective stationed outside the house. This man engaged in a running gun-duel with the bandits, but received a bullet through the leg, just above the ankle. Blowing his whistle, he managed to keep on hobbling after the fugitives, who separated, one going one way and one the other.

One of them ran into the arms of a C.P.C. attached to Wayside Station, who had heard the sound of shots and police whistles and had left his beat and was making all speed in the direction whence the sounds came. This constable arrested the robbers without further trouble. The other man was noticed by another Chinese constable in the Wayside district running along the pavement, and was arrested. The wounded Chinese detective arrived on the scene just in time to be present when the two men were taken to Wayside Station. The third robber escaped.

Each of the two men arrested in flight bore a .32 calibre pistol with plenty of spare ammunition. Both were suffering from bullet grazes in the chest and were taken to hospital with the others.

Encounter in Yantzeppoo.

Two Chinese constables were seriously wounded and one bandit killed early on Saturday morning in the Yantzeppoo district. One of the Chinese constables subsequently died in hospital, and the other was not expected to live.

The affray took place shortly after 1.30 a.m. when cries for help were heard by the two constables coming from the direction of the Hon Sing Cotton Mill. Two policemen doubled in the direction of the sounds and as they approached, saw two Chinese run out of a side street. They immediately shouted to these two men to stop.

The two checked their stride and waited until the constables came close, when they suddenly whipped out pistols and blazed away. Both constables were hit, one through the head and the other through the abdomen. One



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LETTER GOLF.

Par is only five on to-day's
puzzle, so you see it really is a
CLOSE SHAVE affair.

C	L	O	S	E
S	H	A	V	E

1—The idea of letter golf is to change one word to another and do it in par, a given and strokes. Thus to change COW to Hen, in "three strokes, COW, HOW, HEW HEN.

2—You can change only one letter at a time.

3—You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.

4—The order of letters cannot be changed.

One solution is printed on another page.

TREATY REVISION.

THE TEXT OF THE SINO-
ITALIAN AGREEMENT.

Shanghai, Nov. 30.
The text of the Sino-Italian treaty has been published. It is similar to the Sino-Belgian treaty, and grants tariff autonomy to China, with the most-favoured-nation proviso, and gives up extraterritoriality from January 1, 1930.—
Reuter.

of the constables replied with his pistol as he fell.

The bodies of the two wounded men were discovered a short while later by another policeman, and a squad from Yangtzeppoo Station went to the scene. The men were removed to hospital, where one of them passed away. Police meanwhile had picked up a trail of blood from the spot where the two Chinese who had fired had been standing. Following this trail, they came across the dead body of one of the Chinese on the edge of a creek. The man was lying on a .32 calibre pistol, which had recently been fired.

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TO LET.—European Flats Nos. 41 and 43, Kennedy Road. Apply Thornhill Aerated Water Factory, 134, Praya East. Phone C.547.

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The Hongkong Telegraph.

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to whom all local enquiries should be addressed.

New Advertisements.

PLEASE NOTE.

All firms, shops, trades, professions, associations, etc. are cordially invited to send in full particulars as early as possible for FREE INSERTION in the next issue of LEB'S TRADE & SHOPPING GUIDE OF HONGKONG (An Anglo-Chinese Directory).

The next issue will be greatly improved and much useful information heretofore unpublished will be incorporated in it. SUGGESTIONS FOR IMPROVEMENT WILL BE MUCH APPRECIATED.

LEB'S 10 Queen's Rd., C. Phone: C. 4925

THE HONGKONG JOCKEY CLUB.

The Eighth Extra Race Meeting will be held (weather permitting) at Happy Valley on Saturday, 1st December, 1928, commencing at 2 p.m.

The first bell will be rung at 1.30 p.m.

The charge for admission to the Public Enclosure will be \$1 for all persons including ladies.

Soldiers and Sailors in uniform half price.

Members are advised that they must show their badges to obtain admission to the Members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead & Davis at \$5 each up to Friday, 30th November, 1928.

The charge for admission for ladies to the Members' Enclosure will be \$2. Each member can obtain, upon application to the secretary, badges for admission of 2 ladies free of charge.

Bookmakers, Tie the Men, etc. will not be permitted to operate within the precincts of the Hongkong Jockey Club during the Race Meeting.

N.B.—Attention is drawn to a change in routine at above meeting. Horses entered for races will not bear distinctive numbers in the Race Book as heretofore, but starters as they are weighed out will be numbered consecutively and such numbers exhibited on the Board. All horses starting in a race will display a saddle cloth bearing a number corresponding to the horse's Board number and such number will also apply to Pari Mutuel and Cash Sweep tickets.

THE HONGKONG BOXING ASSOCIATION.

SECOND TOURNAMENT OF THE SEASON.

Saturday, 1st December, at 9.15 p.m.

THE THEATRE ROYAL.

MAIN EVENTS.

10 Round Lightweight Contest. L. S. Hall, H.M.S. "Titanic."

A. B. Castle, H.M.S. "Cumberland."

10 Round Welterweight Contest. Marine Fraser, H.M.S. "Tamar."

A. B. Saunders, H.M.S. "Seraph."

Five Six Round Contests.

BOOKING AT MOUTRIES.—Members—Wednesday and Thursday, 28th and 29th November.

General Public—Friday and Saturday, 30th November and 1st December.

USUAL PRICES.

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CHURCH NOTICES.

First Sunday in Advent.

LOCAL SERVICES.

St. John's Cathedral, Hongkong. December 2, 1928, Advent Sunday and Church Missionary Festival, Holy Communion 8 a.m. Children's Service 10 a.m. Peak Sunday School 10 a.m. Matins 11 a.m. Preacher: The Lord Bishop, Holy Communion 12 noon, Evensong 6 p.m. Preacher: The Rev. C. B. Shann. Social Evening in Cathedral Hall after Evensong. The Lord Bishop will hold a Confirmation at this Service.

Union Church, Kennedy Road, Sunday, December 2nd 1928. Minister Rev. F. C. Young. Morning Service, 11 a.m. Preacher: The Minister. The Scottish Company of the Hongkong Volunteer Defence Corps, will hold their Annual Church Parade under the Command of Capt. K. S. Morrison. By kind permission of Lieut. Col. L. J. Comyn C.M.G., D.S.O., and Officers the band of the 2nd Batt. King's Own Scottish Borderers will attend. Evening Service, 6 p.m. Sermon. "An Unequal Equation." After the evening service the Communion of the Lord's Supper will be observed.

St. Andrew's Church, Kowloon, Sunday, December 2nd. Advent Sunday. 8.15 a.m. Holy Communion. 10.30 a.m. Young People's Service. 11 a.m. Morning Prayer and Sermon. Preacher, Rev. E. T. Loader. 12 noon Holy Communion. 2.45 p.m. Sunday Schools. 6 p.m. Evening Prayer and Sermon. Preacher, The Vicar. Wednesday, 6th Evening Prayer and Address.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station Sunday Service, 11.15 a.m. Subject "Ancient and Modern Necromancy, Alms Mesmerism and Hypnotism, Denounced." The Sunday School is held on Sunday Mornings at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.

S. D. A. Hall, 4, Queen's Road, Central, Bank of China Building, first floor. Sunday night, December 2nd at 8.30 p.m. Sermon given by Pastor Lyman W. Shaw, "The Rich Man and Lazarus." Hear this parable explained. You are cordially invited.

X DINNER DANCE X

X DINNER DANCE X

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Sentence of six months in the second division passed on William Leach, at Durham, on a charge of false pretences, was quashed by the Appeal Court recently.

Senghenydd Colliery (Glamorgan), which formerly employed over 2,000 men, has closed. The most disastrous explosion in Great Britain occurred there in 1913.

Lammert's Auctions.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction on **MONDAY, the 3rd December, 1928, at 10.30 a.m.** at their Sales Room, Duddell Street.

Three Pieces of Jewellery and One Marine Telescope.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction on **MONDAY, the 3rd December, 1928, commencing at 10.30 a.m.** at their Sales Room, Duddell Street.

A Large Quantity of Provisions, comprising:—

Ham, Biscuits, Ceylon Tea, Chocolate, Soup, Sausages, Canned Fruits, Cheese, Milk, Cocoa, Coffee, Anchovy, Salad Oil, Corn Beef, Asparagus, Sauce, Mustard, Sage, Spices, Pickles, Essence, Glaxo, Raisins, Honey, Butter, etc., etc. (to be sold in small lots to suit purchasers.)

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction on **TUESDAY, the 4th December, 1928, commencing at 2.30 p.m.** at their Sales Room, Duddell Street.

A Valuable Collection of Curios, comprising:—

Vases, Bowls, Plates, Table Screens, Crystal, Agate and Amber Ornaments, Old Bronze Ware, Embroideries, Lacquer and Blackwood Ware, etc.

On View from Monday, the 3rd December, 1928.

Catalogues will be issued.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instruction to sell by Public Auction on **THURSDAY, the 6th December, 1928, commencing at 10.30 a.m.** at No. 5, Victoria Gardens, Kowloon.

A Quantity of Valuable Household Furniture also

A Quantity of Silver Ware and Curios

and

One Upright Grand Piano by "Hamke."

Catalogues will be issued.

On View from Wednesday, the 5th December, 1928.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction on **FRIDAY, the 7th December, 1928, commencing at 5.15 p.m.** at their Sales Room, Duddell Street.

A Valuable Collection of Old and Rare Postage Stamps

comprising:—

Old China, Hongkong and Shanghai

also

British, French, German and Portuguese Colonies

(A NICE LOT.)

On View from Thursday, the 6th December, 1928.

Catalogue will be issued.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

TO-MORROW'S FILMS.

SYD CHAPLIN IN "THE BETTER 'OLE'."

Syd Chaplin's famous comedy will hold the bill at the Queen's Theatre to-morrow till Tuesday, according to a special advertisement in this issue. Playing the part of "Old Bill," the war veteran of Bruce Bairnsfather's cartoons, Chaplin gives a tenderly human, hilariously funny portrayal of the lovable British Tommy—the type that could and would not be worried even when up to the knees in mud with shells bursting all around—during the Great War. It is Syd Chaplin's greatest comedy effort to date.

World Theatre. "The Flag Lieutenant" tells a stirring story of naval romance and adventure. It is a British picture produced with the full co-operation of the British Admiralty and played by an all-English cast. Over 4,000 British sailors and marines appear in the big battle scenes which have been admirably staged for effect. Henry Edwards is the star.

Star Theatre. Thomas Meighan will be seen at the Star Theatre to-morrow and Monday in "Blind Alleys." The story concerns the adventures of a honeymooning couple in a big city. The husband is knocked down by a taxi and rendered unconscious and his wife is shanghaied by a gang of jewel robbers. Many thrilling events take place before they are brought together again in a surprise climax. Greta Nissen and Evelyn Brent are also featured players.

"THE KING OF KINGS."

FINAL SCREENINGS OF FAMOUS FILM.

The superb dramatic production "The King of Kings" will be shown at the Queen's Theatre for the last time to-day. It is a wholly sincere and reverent picture of the life of Jesus of Nazareth and of His Teaching. Truly a great brain inspired its production from beginning to end, concentrating only on how to bring the essential story of Christ before people in the most human, most devout way possible. Owing to its great length only three performances can be given and these commence promptly at 2.30, 6.00 and 9.15.

CONSIGNEES' NOTICES.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

The Steamship "CHENONCEAUX" arrived Hongkong on 1st Dec., 1928, bringing cargo from BORDEAUX, COGNAC & ex. s.s. "FORMIGNY"

Consignees of Cargo by the above named steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery can be obtained as the goods are landed.

Goods not cleared within 7 days, including date of arrival, will be subject to rent.

All claims must be sent to the undersigned before the Monday the 10th December, 1928, or they will not be recognized.

Damaged Packages must be left in the Godowns for examination by the consignees, and the Company's Surveyors Messrs. Godard & Douglas at 10.00 a.m. on Friday the 7th December, 1928.

No claims will be admitted after the goods have left the Godowns.

No Fire Insurance will be effected by us in any case whatever.

L. LESDOS, Hongkong, 1st December, 1928.

IMPORTANT NOTICE.

OWING TO THE HEAVY DEMAND ON OUR ADVERTISING COLUMNS FOR SPECIAL CHRISTMAS PUBLICITY, ADVERTISERS ARE REQUESTED TO KINDLY RESERVE SPACE REQUIRED DURING DECEMBER, AT THE EARLIEST POSSIBLE CONVENIENCE.

Hongkong Telegraph.

POST OFFICE NOTICE

RADIO NOTICES.

The Radio Office is now situated on the ground floor of the P and O Building on Des Voeux Road, next to the General Post Office. This office is opened day and night.

All particulars as to ships in Communication, rates etc. may be obtained at the Radio Office as above.

Radio Telegrams may be sent to Europe, America, Philippine Islands, Dutch East Indies and many other destinations; also to Canton and many places in South China. Full particulars at the Radio Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

It is notified for general information that dutiable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

It is hereby notified that on and after 28th November radio-telegrams will be accepted at the Radio office for transmission to Pakhoi at \$0.80 per word—the receiver to pay any charge levied by the Pakhoi Station.

INWARD MAIL.

From	Per	Date
U.S.A., Honolulu, Japan and Shanghai	Pres. Harrison	December 1.
Shanghai and Swatow	Soochow	December 1.
Saloon	Chenonceaux	December 1.
Europe via Negapatam (letters and papers), London, 1st Nov.	Kutaang	December 2.
U.S.A., Honolulu, Japan and Shanghai	Pres. Cleveland	December 2.
Australia and Manila	St. Albans	December 2.
Straits and Amoy	Ning Hai	December 2.
Manila	Pres. Lincoln	December 2.
Saloon	Portos	December 4.
Canada, U.S.A., Japan and Shanghai	Emp. of Russia	December 6.
Japan and Shanghai	Malwa	December 7.
U.S.A., Canada, Japan and Shanghai	Pres. Madison	December 7.

OUTWARD MAILS.

For	Per	Date and Time.
Straits, Ceylon, India, Mauritius, East and South Africa, *Egypt and *Europe via Marseilles	Kitano Maru	Sat., Dec. 1, K. P. O. Registration 30th 4.30 p.m. Letters 1st 9 a.m. G. P. O. Registration 1st 8.45 a.m. Letters 1st 9.50 a.m. (Due Marseilles, 30th Dec.)
Manila, Sandakan, Australia and New Zealand via Thursday Island Tandu	Parcels	Sat., Dec. 1, Nov. 30, 5 p.m. Registration Dec. 1, 9.15 a.m. Letters Dec. 1, 10 a.m. (Due Thursday Island, 16th Dec.)
Straits, Ceylon, India, Mauritius, E. and S. Africa, Egypt and Europe via Marseilles	Karmala	Sat., Dec. 1, K. P. O. Reg. Sat., Dec. 1, 9 a.m. Letters Sat., Dec. 1, 10 a.m. G. P. O. Reg. Sat., Dec. 1, 9.45 a.m. Letters Sat., Dec. 1, 10.30 a.m. (Due Marseilles 20th Dec.)

Shanghai, Japan and Europe via Siberia	Chenonceaux	Sat., Dec. 1, 1.30 p.m.
Haiphong	Tonkin	Sat., Dec. 1, 1.30 p.m.
Sam Shui and Wuchow	Tai Hing	Sat., Dec. 1, 8.30 p.m.
Amoy	Chenan	Sat., Dec. 1, 4.30 p.m.
Manila	Pres. Harrison	Sat., Dec. 1, 5 p.m.
Bangkok via Swatow	Kwelyang	Sun., Dec. 2, 8.30 a.m.
Swatow, Amoy and Formosa	Hosan Maru	Sun., Dec. 2, 9 a.m.
Haiphong	Caravelles	Sun., Dec. 2, 9 a.m.
Shanghai and Dalny	Luchow	Sun., Dec. 2, 9 a.m.
Swatow	Hydrangea	Mon., Dec. 3, 2.30 p.m.

Shanghai, Japan, Honolulu, U.S.A., Canada, Central and S. America *Europe via San Francisco	President Lincoln	Mon., Dec. 3, Parcels 3 p.m. Registration 4.45 p.m. Letters 5 p.m. (Due San Francisco 20th Dec.)
Shanghai and Europe via Siberia	President Lincoln	Mon., Dec. 3, Letters only 3 p.m.
Swatow, Amoy and Foochow	Hai Ching	Tues., Dec. 4, 1 p.m.

Saloon, *Straits, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles	Andre Lebon	Tues., Dec. 4, K. P. O. Registration 10 a.m. Letters 1 p.m. G. P. O. Registration 12.45 p.m. Letters 1.30 p.m. (Due Marseilles 4th January.)
Amoy	Sinkiang	Tues., Dec. 4, 1.30 p.m.
Shanghai	Portos	Tues., Dec. 4, 1.30 p.m.
Manila	Pres. Cleveland	Tues., Dec. 4, 4.30 p.m.
Swatow	Hopang	Tues., Dec. 4, 8 p.m.
Hoilow, Pakhoi, and Haiphong	Kiu Kiang	Wed., Dec. 5, 10.30 a.m.
Shanghai	Hupoh	Wed., Dec. 5, 1.30 p.m.
Hoilow	Kingyuan	Thurs., Dec. 6, 10.30 a.m.
Swatow	Chingkiang	Thurs., Dec. 6, 10.30 a.m.
Straits and Calcutta	Yueniang	Fri., Dec. 7, Parcels noon Letters 1 p.m.

Swatow, Amoy and Foochow	Hai Ning	Fri., Nov. 7, 2 p.m.
Straits, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles	K. P. O.	Sat., Dec. 8, Parcels 7th, 4.30 p.m. Registration 5th, 9 a.m. Letters 8th, 10 a.m. G. P. O. Registration 7th, 5 p.m. Letters 8th, 9.45 a.m. (Due Marseilles 4th Jan., 1929.)

Manila	Pres. Madison	Sat., Dec. 8, 4.30 p.m.
Straits, Egypt, and Europe via Marseilles	Diomed	Tues., Dec. 11, K. P. O. Registration 1 p.m. Letters 1 p.m. G. P. O. Registration 1.45 p.m. Letters 2.30 p.m. (Due Marseilles 11th January, 1929.)

Japan, U.S.A., Canada, Central and S. America, and *Europe via Victoria B.C.	Parcels	Dec. 12, 5 p.m. Registration Dec. 12, 9.45 a.m. Letters Dec. 12, 10.30 a.m. (Due Victoria B.C. 4th Jan., 1929.)
Sandakan	Mausang	Thurs., Dec. 13, 10.30 a.m.

*Correspondence bearing vessel's name only.

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A PRAYER BOOK SURPRISE.

SECRET STEPS TAKEN FOR PUBLICATION.

ALARMING REPORT.

A constitutional question of the utmost importance, raising issues beyond the sphere of party politics, will be brought before the Autumn Session of the Church Assembly next week by a motion notice of which was given yesterday says the *Morning Post* of Nov. 6.

When the motion comes up for discussion it will be alleged that, notwithstanding the assurances of the Bishops that their new policy as set forth after the Lambeth conference is provisional and not intended as a defiance of Parliament, officials of the Church Assembly are concluding secret negotiations with the privileged Presses. These negotiations, it is alleged, have reference to the publication of the new Prayer Book which Parliament refused to sanction, in the event of the Bishops deciding in favour of publication.

A similar—and, in this case, an unqualified—allegation has, in fact, already been made unofficially by the Bishop of Worcester, Dr. Pearce. "I understand," he wrote in his *Diocesan Magazine* for November, "that the Book of 1928 is to be published by the privileged Presses."

"Practically Completed."

The motion which will come before the Church Assembly is to be moved by the Rev. Charles E. Douglas, of the Southwark Diocese, in the form of an amendment to a proposal standing in the name of Lord Hugh Cecil to continue the provisional Standing Order until the dissolution of the Convocations next year. The amendment runs:

"That the Standing Orders Committee be instructed to report what immediate amendment of the Standing Orders is required to check the growing power of officials paid by the Assembly and other corporations, Commissions, &c., to influence both the legislative and executive activities of the Church without the knowledge of the Assembly."

Mr. Douglas told me yesterday that he had put down his motion with the gravest reluctance. "We had hoped that the matter could stand over until new Convocations were elected next year," he said. "But it is impossible to pass over in silence the fact that the Secretary of the Board of Finance, Canon Partridge, and the Secretary of the Assembly itself, Sir Philip Baker-Wilbraham, have practically completed arrangements with Mr. Milford, of the Oxford University Press, for the general issue of the Revised Prayer Book, rejected by Parliament, subject to the Bishops deciding to challenge the Act of Uniformity. 'Such prejudicing of a momentous issue not yet decided is as irregular as if the Admiralty were to make arrangements for the placing of contracts for battleships before Parliament had even been asked to vote the programme for their construction. The Assembly might just as well go out of business altogether if its officials can secretly fetter its discretion in such a way.'

"All the way through the discussion of Prayer Book revision, there is reason to believe that the policy of the Bishops has been influenced by the copyright negotiations secretly carried on by officials of the Assembly. The original Measure of 1922, following the instructions of the Convocations, provided for a Supplement to the Book of 1662 of 1922, following the instructions of the Convocations, provided for on the same lines as the supplements (Continued on Page 6.)

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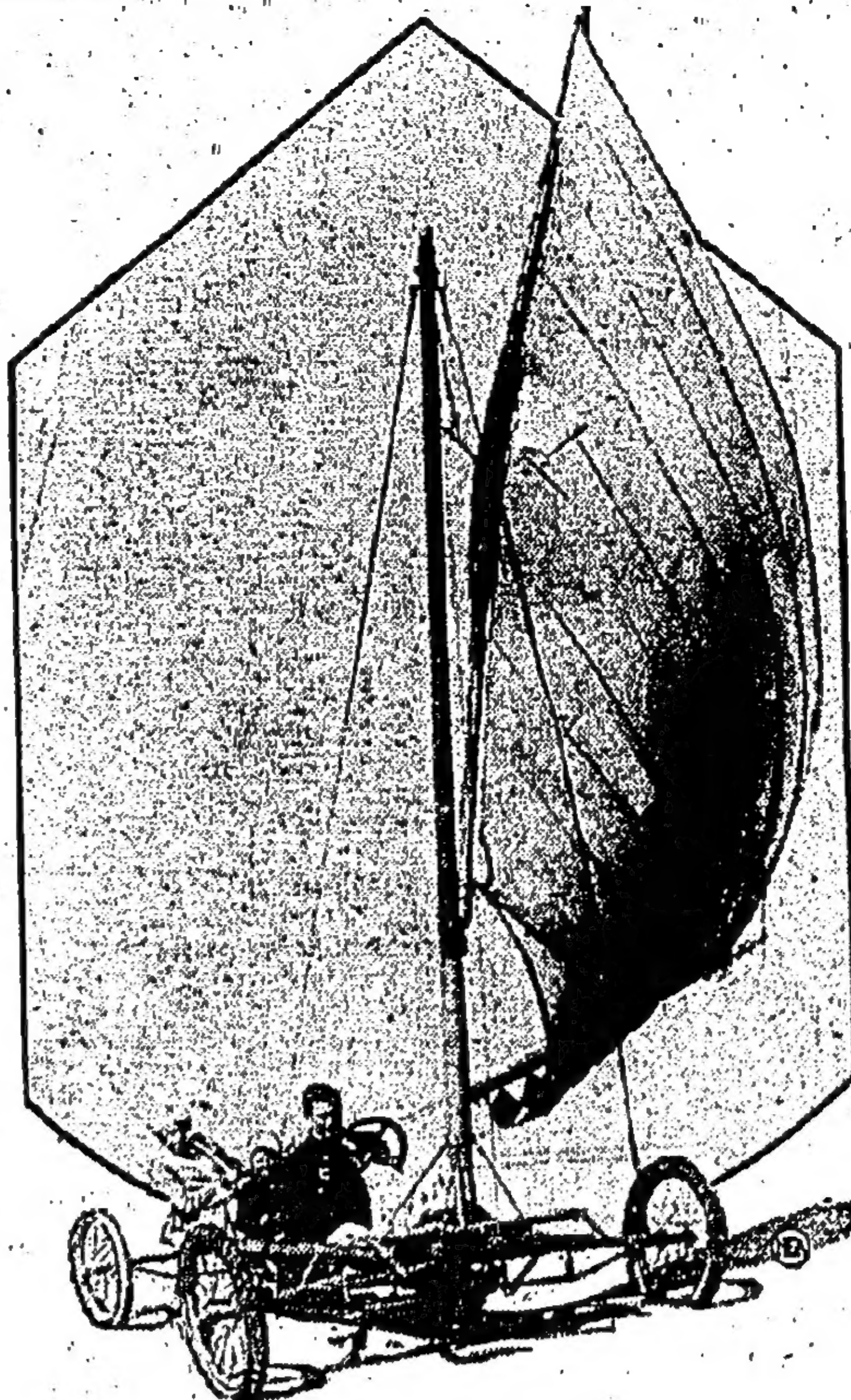
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A PRAYER BOOK SURPRISE.

(Continued from Page 5.)

to Hymns Ancient and Modern—a collection of additional and alternative devotions to be used at the discretion of the Minister.

"But Mr. Milford pointed out to the Archbishops that the Charter of Charles II.—renewed at the beginning of each reign—empowered the privileged Presses to stop any publication which interfered with their sales, and accordingly their Graces appointed a committee, presided over by Lord Blanesburgh, to go into the matter and report.

"Exclusive Claims." "Mr. Milford, as a trustee of the great institution over which he presided, informed the Committee that the privilege was a valuable one—the profits being applied to financing non-commercial works, like the Oxford English Dictionary—and that the privileged Presses were prepared to spend large sums of money in defending their exclusive claims.

"Lord Blanesburgh's Committee reported privately in 1925 that direct negotiations would be entered into with the Presses. When the Measure of 1927 was produced, the Bishop of Oxford was publicly thanked by the Archbishops for conducting such negotiations with Mr. Milford.

"It is now clear that the copyright difficulty was primarily responsible for the change in the plan between 1922 and 1927. A joint perpetual copyright under the Crown in favour of the privileged Presses and the Board of Finance was tacked on to the Measure.

Standing Order XXXII. of the Assembly forbids discussion of details in Measures touching doctrine or ritual, and, although protests were made, these could only be in the form of questions—to which stifling answers were given—and memoranda to the Bishops which received no answer.

"Meanwhile the Assembly officials pushed the matter forward as if the joint perpetual copyright were law. A detailed agreement was actually signed by the privileged Presses before the Prayer Book Measure, 1927, was voted in the Assembly, and sealed by the Board of Finance immediately afterwards, without waiting for the assent of Parliament."

When Parliament rejected the Prayer Book Measure, Mr. Douglas added, the matter might have been dropped had not their success in stifling discussion moved the Assembly officials to new endeavours.

"In September of this year," Mr. Douglas proceeded, "it was announced that certain Bishops—presumably the new group of Members in Charge—had assigned their copyright in the Composite Book to the Board of Finance. Although this statement gave rise to considerable curiosity, no one imagined that it was to prelude the present action.

"Unless there be some adequate explanation not obvious to outsiders, the Assembly is in danger of being involved without its knowledge in a constitutional crisis of the first magnitude."

The names of the Members in Charge of the 1928 Prayer Book Measure did not appear on the Mea-

sure. They have been stated, however, to have included Dr. Temple, the Bishop of Manchester and Archbishop-designate of York; Dr. Guy Warman, the Bishop of Chelmsford and Bishop-designate of Manchester; Dr. Cyril Garbett, the Bishop of Southwark; and Dr. Burrows, the Bishop of Chichester.

"Hardly Credible."

When I showed a copy of the interview with Mr. Douglas to Sir Thomas Inskip last night, he said: "The statement that it is proposed to issue the new unauthorised Prayer Book is news to me. I should have thought constitutional practice—if so recently devised an Assembly can be said to have any—would require some information to be given to, and authority obtained from, the Assembly.

"After all, the Book was supposed to be the work of the Assembly. The report is so surprising to me that I find it hardly credible."



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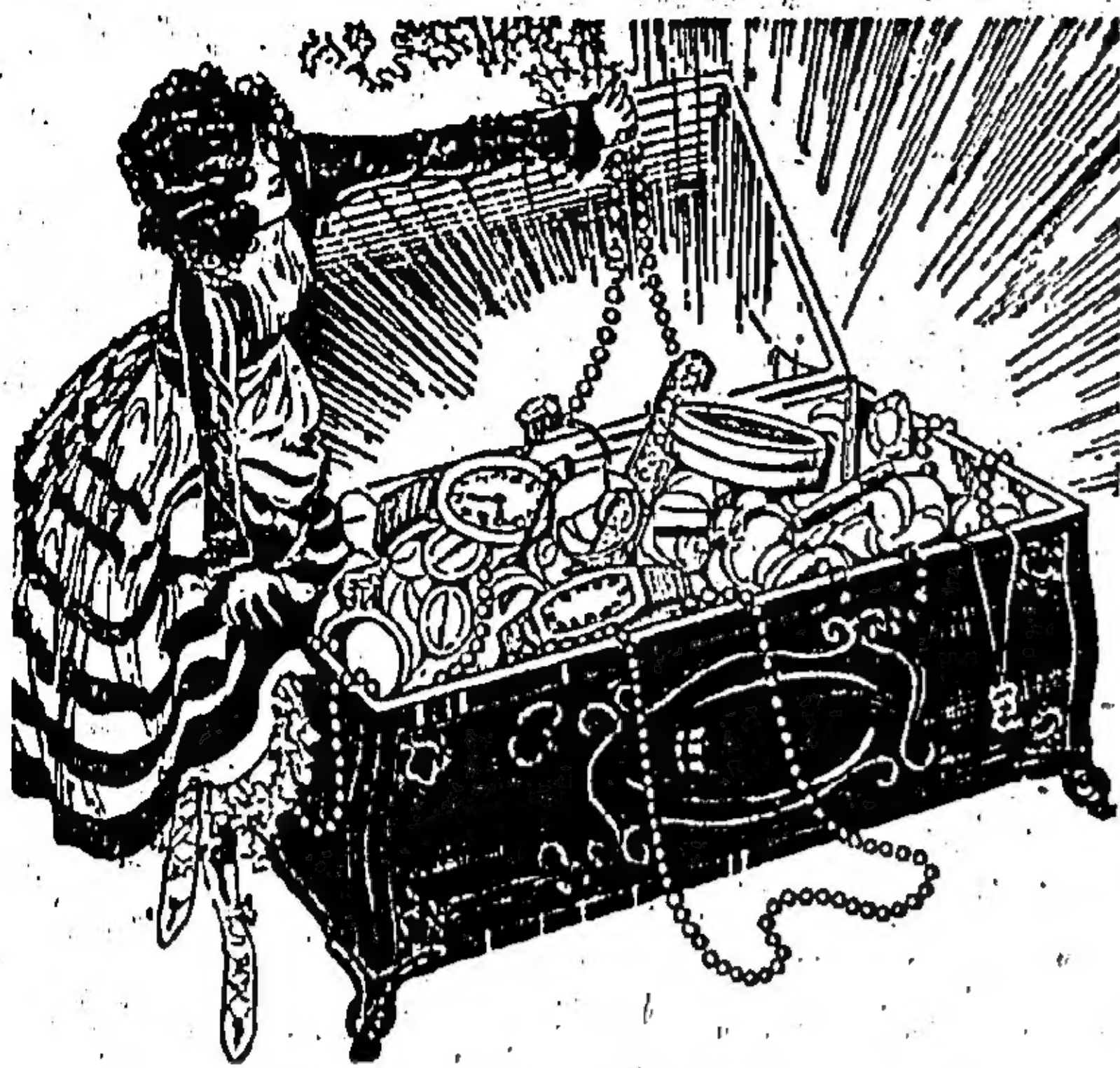
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YEO TRIAL DEFENCE OPENS.

MR. JENKIN SAYS CHEQUES WERE GENUINE.

PROF. SHELLSHEAR TO BE CALLED.

The defence in the forgery trial was opened by Mr. F. C. Jenkin yesterday afternoon when Counsel spoke for over two hours, pointing out what he considered weaknesses in the case for the Crown and indicating the nature of the evidence he would call on behalf of the prisoner.

Mr. Jenkin intimated during the course of his speech that he would not put the prisoner in the witness box and said that he did that entirely on his own responsibility and asked the jury to suspend judgment on the matter until they understood the nature of the evidence which would be called.

Detailing the evidence the defence would call Mr. Jenkin said the principal witness would be Professor Shellshear who would place before the Court in the most convincing detail evidence for the purpose of demonstrating that the writing and signatures upon the cheques were genuine. Mr. Jenkin said that when this evidence was before the jury there would not be a shadow of doubt that the signatures were anything but genuine ones.

Before opening his defence, Mr. Jenkin said that the first thing he had to refer to was the question which was opened when the Court adjourned the previous afternoon. On his return to his chambers, he telephoned to Mr. King and asked the latter if he could let him (Mr. Jenkin) see the file or not. Mr. King, quite properly, asked if the request could be put in writing. This was done at the same time communicating to Mr. King the fact that as far as his Lordship was concerned, no legal assistance was being rendered for the production of the documents.

Mr. Jenkin read the reply he received:—
"In reply to your letter of this afternoon's date I am instructed by the Captain Superintendent of Police to inform you that he regrets that he is unable to afford you inspection of any of the police records in the case of the King versus Tsang On-wing and another."

The letter also contained thanks for conveying the ruling of his Lordship on the point in question.

Mr. Jenkin, continuing, said that his Lordship's ruling was made without knowledge of the fact that the production of the documents had been refused. Now that his Lordship knew, the ruling would be confirmed?

Mr. Justice Jackson: Yes.

Mr. Jenkin: There was no object of my making an application until I actually knew that Mr. King refused.

The Defence.

Mr. Jenkin then opened the defence. Addressing his Lordship and the jury he said that the question, when it was realised exactly what the indictment was, was a very simple one. The defendant was charged in the first place with forgery and in the second place with uttering a forged document knowing it to be forged.

The jury would see that therefore the crux of the whole case was whether or not the documents were forged. If they were not forged, the prisoner could not have forged them and could not be guilty of having done so. Further if they were not forged, the prisoner could not be convicted of uttering forged documents, since the documents were not forged.

Counsel went on to say that the evidence was beyond dispute that the cheques were paid in by Yeo. That did not matter at all, for the

one simple question before them was "Aye or Nay, were the documents forged?"

Crown Case Criticised.

If after hearing everything they were in a state of doubt about the case, then the Crown failed. In such an event there was nothing more to it.

Mr. Jenkin went on to say that the jury were the masters of the situation and they were absolutely the judges. He was going to place before them a few salient factors with reference to the manner in which the case for the Crown was presented. He drew attention to the fact that the defendant was entitled, from the hands of the jury, to exactly the same treatment as any other person, and in exactly the same manner as if the defendant was a member of any institution in which some of the jury might themselves be concerned. If the jury were in that state of mind when the Crown case closed, Mr. Jenkin could not say how one could be so morally certain as to send anyone to gaol on that evidence.

He joined his learned friend in one remark which Mr. Potter made on opening the case. Living as they did in a small community they got their "intellectual education" from reading the local Press and they could not escape getting information of certain facts. He asked the jury not to take into consideration that the defendant was under another indictment as well and asked them to banish that from their minds.

The Only Question.

The jury might, if they wished, take into their deliberation that the defendant had been guilty of the greatest criminality conceivable. They had the evidence of the banks and they knew defendant drew the money out. But that was absolutely beside the point. The question was whether the cheques by which defendant got the money were forged or otherwise.

The issue, being one of forgery, was a very simple one. "The presumption of innocence is so great, so cogent and so forceful," said Mr. Jenkin, "that nothing save moral certainty of the guilt of the man, can shift it."

Mr. Jenkin then drew the attention of the jury to the deposition of Mr. Black in the Police Court. His cross-examination by the solicitor defending Yeo was on the writing on the face of the cheque, which had relation to the trick hypothesis and also on the signature, which had relation to the theory of forgery. It showed clearly then that the issue was whether or not the cheques were genuine.

A Brief Interruption.

Mr. Jenkin proceeding said, it had been suggested that possibly he was going to make some very gross attack on Mr. Messer. "That never was my intention," said Mr. Jenkin, "and gentlemen, I think you will agree with me that I never made any such attack."

At this stage a messenger handed Mr. Jenkin a letter. On looking at it, Mr. Jenkin asked his Lordship to excuse him for opening the letter then and there, as it appeared to have emanated from the Police and possibly there might have been a change of attitude. Mr. Jenkin's optimism was, however, not realised, as he informed his Lordship of this with a simple "no" accompanied by a shake of the head, causing laughter.

Referring to the cross-examination of Tsang On-wing at the police court, Mr. Jenkin said that two thirds of it had been on the writing, which obviously directed to the trick hypothesis. One third was directed to Tsang's own handwriting and Tsang had been called to write out copies of the three cheques.

Then the Court adjourned and Mr. Messer was next called and had given laboured details as to why the signature in the cheques were not his and it was quite clear that there they had the cross-examination as to whether or not the signatures were genuine.

The Crown's Failure.
Mr. Jenkin reminded the jury that although Mr. Messer regarded his cross-examination as "fishing" he, Mr. Messer, knew full well that a large number of cheques were examined and that in fact the question was whether the signatures were genuine or forged.

Continuing Mr. Jenkin said that the prosecution had failed to put in a very material witness, which the jury, as a tribunal of seven commercial men, would have expected them to put in. He referred to Mr. Dovey.

"From the very first," said Mr. Jenkin, "Mr. Dovey was in it." How much Mr. Dovey saw, Mr. Jenkin did not know and did not care. He was consulted at once by Mr. King. Mr. Messer told him that he had paid Mr. Dovey a fee, presumably out of Government money, and Mr. Dovey had during intervals of the case, graced the Court with his presence. "Why was Mr. Dovey not called?" he asked.

Mr. Jenkin said his next point was that there were two hypotheses in the minds of the Police in the days following January 18. Mr. Messer had been asked why he looked for the vouchers and had tried to dwindle away the importance of that question by stating that he had put into operation his police instinct, despite the fact that he had retired from the police force some eight years ago. Whether that was satisfactory or not was a matter entirely for the jury.

Mr. T. H. King, the very astute Director of Criminal Intelligence, had told them that for two weeks after the discovery the police had worked on two theories, and it was interesting to bear in mind the explanation of the search for the vouchers.

Error of Judgment.
Mr. Jenkin proceeded to quote from Mr. Messer's evidence on the question of the search for vouchers and said that the suggestion of a trick first came from the lips of Mr. Messer himself.

"My contention will be," continued Mr. Jenkin, "that there has been a grave error of judgment on the part of various officials of the Crown, legal and otherwise. That they have selected the wrong hypothesis. If they had selected and kept to the hypothesis of a trick upon which they were working for some period then we should be dealing with an entirely different matter."

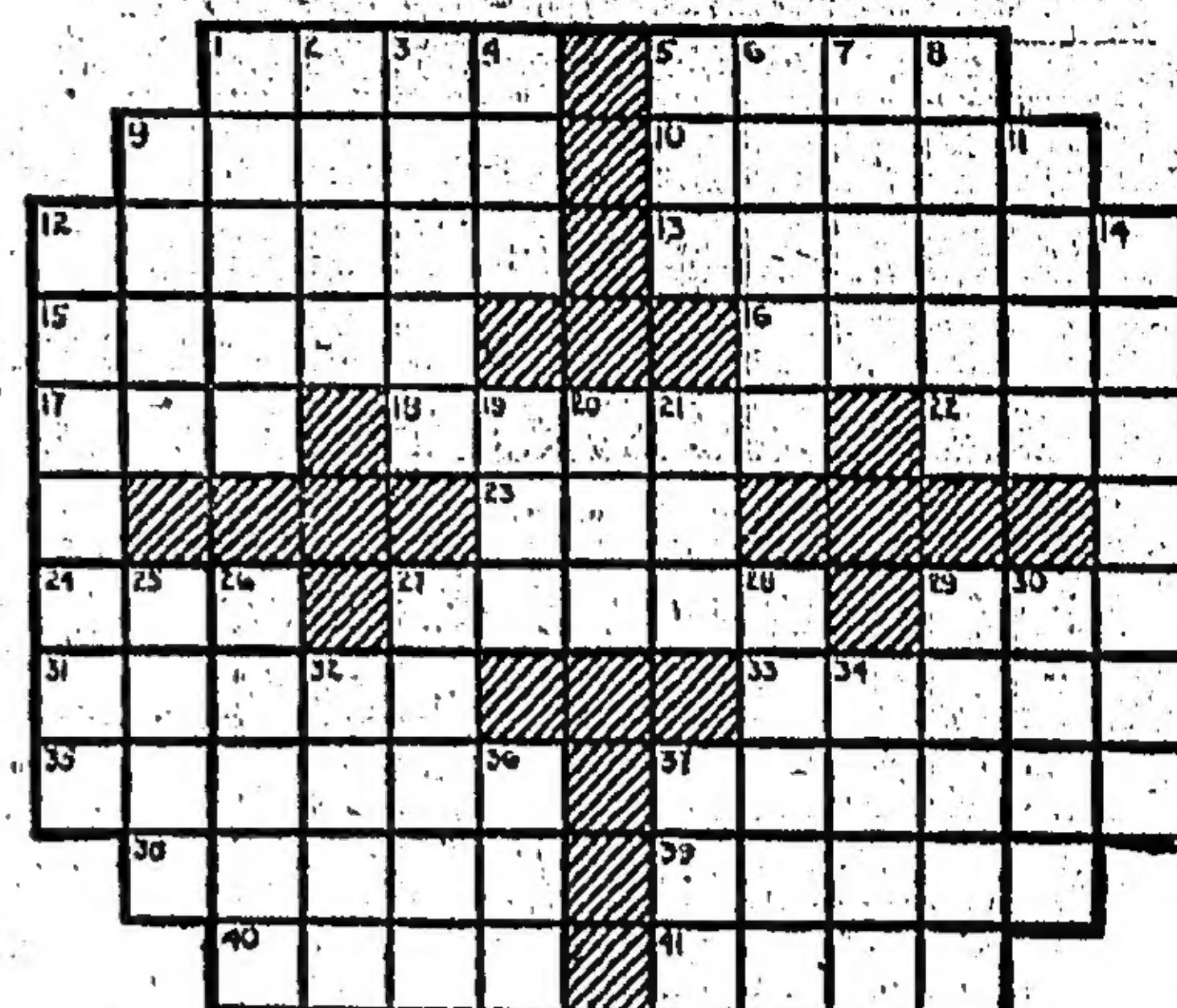
Whatever else you may have in your minds or any suspicions that you may have, the one question we have to do is to look at the evidence and see as to whether it is established beyond moral certainty that the onus of the Crown has been discharged."

Mr. Jenkin continued with regard to the "uncertainty" of Mr. Black and Mr. Messer as to whether or not their signatures were in fact forged. They had gone into the box and put forward many points which they said pointed to the fact that their signatures were forged. It was known that since the Police Court they had abandoned some points and brought up others. Someone behind the scenes had been responsible for these points. Mr. Black's points had been suggested to him by Mr. Messer and Mr. Hazlerigg and some of those of Mr. Messer by Mr. Dovey, who had been paid.

Missing Evidence.
He referred to Mr. Black's evidence when he said that at the

(Continued on Page 13.)

OUR CROSSWORD PUZZLE.



Horizontal

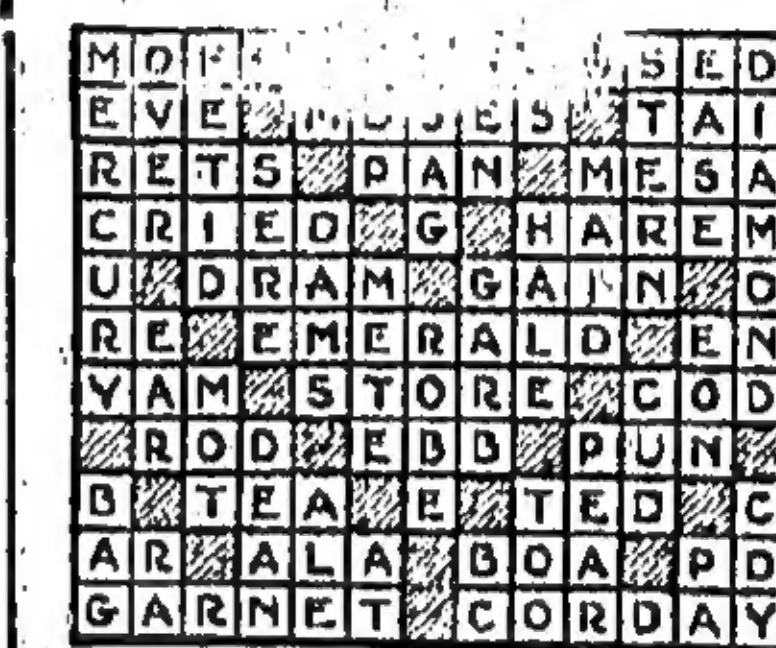
- 1 Nuts collectively.
- 5 Opposite of a weather.
- 9 Australian wattle tree.
- 10 Portion of a fortress.
- 12 Sacred.
- 13 Larva of an insect.
- 15 Long stems of grass.
- 16 An alluvial tract of land at the mouth of a river.
- 17 To make a mistake.
- 18 Pitchers.
- 22 Snake-like fish.
- 23 Rock containing metal.
- 24 Aperture.
- 27 Is undecided.
- 29 Kimono sash.
- 31 To elude.
- 33 An embankment to prevent inundation.
- 35 To dedicate.
- 37 Burdens.
- 38 To rebroadcast.
- 39 To prevent.
- 40 To cancel.
- 41 Small depression.

Vertical

- 1 A proposer.
- 2 Dry.
- 3 Intelligence.
- 4 Golf device.
- 5 Branch.
- 6 Is ahead.

- 7 Cutting side of a blade.
- 8 Err.
- 9 Letter for the dead.
- 11 Short letter.
- 12 Sprinkled with flour.
- 14 Scores.
- 15 Grid.
- 16 Eagle.
- 17 Colour of blood.
- 21 To affirm.
- 22 Laid as a road.
- 27 Flower leaf.
- 28 Scrf.
- 29 Manifest.
- 30 Twisted.
- 32 A limited portion.
- 34 Paradise.
- 36 Organ of sight.
- 37 Urchin.

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COURT SENSATION.

ACCUSED MAN SHOT DEAD IN THE DOCK.

Prague, Nov. 30.

During the trial of the twenty-three-year-old Albanian student, Agjvadhbebi, who a year ago shot dead, in a hotel, the Albanian Minister Cenabeg, a man in court fired seven shots and killed the accused.

The assailant, a servant of the assassinated Minister's brother, was arrested, and the trial ended.

An Italian journalist, a correspondent of the paper *Triceto Piccolo*, was seriously wounded in the firing.—*Reuter*.

RHINELAND ARRESTS.

GERMAN OFFICIALS CHARGED WITH ESPIONAGE.

Wiesbaden, Nov. 30.

There is excitement in the French authorities' arrest of four German officials, working in the Government supplies office, on a charge of espionage, the men allegedly belonging to a spying organisation operating throughout the occupied territory.—*Reuter*.

Seventy-two holdings on Lord Delamere's Vale Royal estate, Cheshire, have been sold privately to tenants for £53,205 by Messrs. Knight, Frank and Rutley.

FRECKLES AND HIS FRIENDS

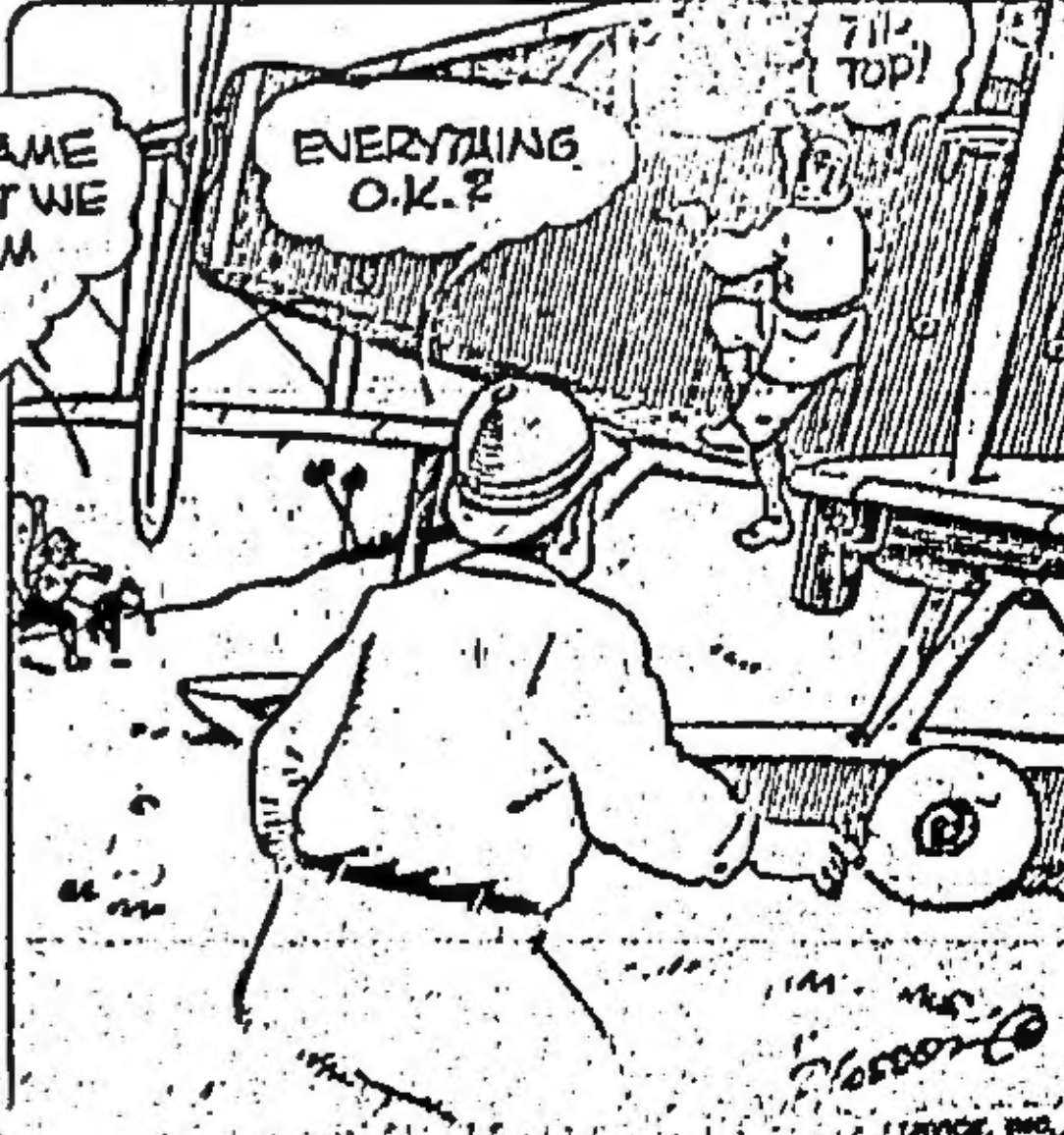
THE AIRPLANE THAT WAS SIGHTED ABOVE THE CAMP DISAPPEARED, BUT SOON RETURNED AND, AFTER CIRCLING SEVERAL TIMES, CAME NEARER. ITS FAST MOVING SHADOW CAUSED MUCH EXCITEMENT AMONG THE NATIVES WHO THINK IT SOME EVIL BIRD OF THE GODS!!



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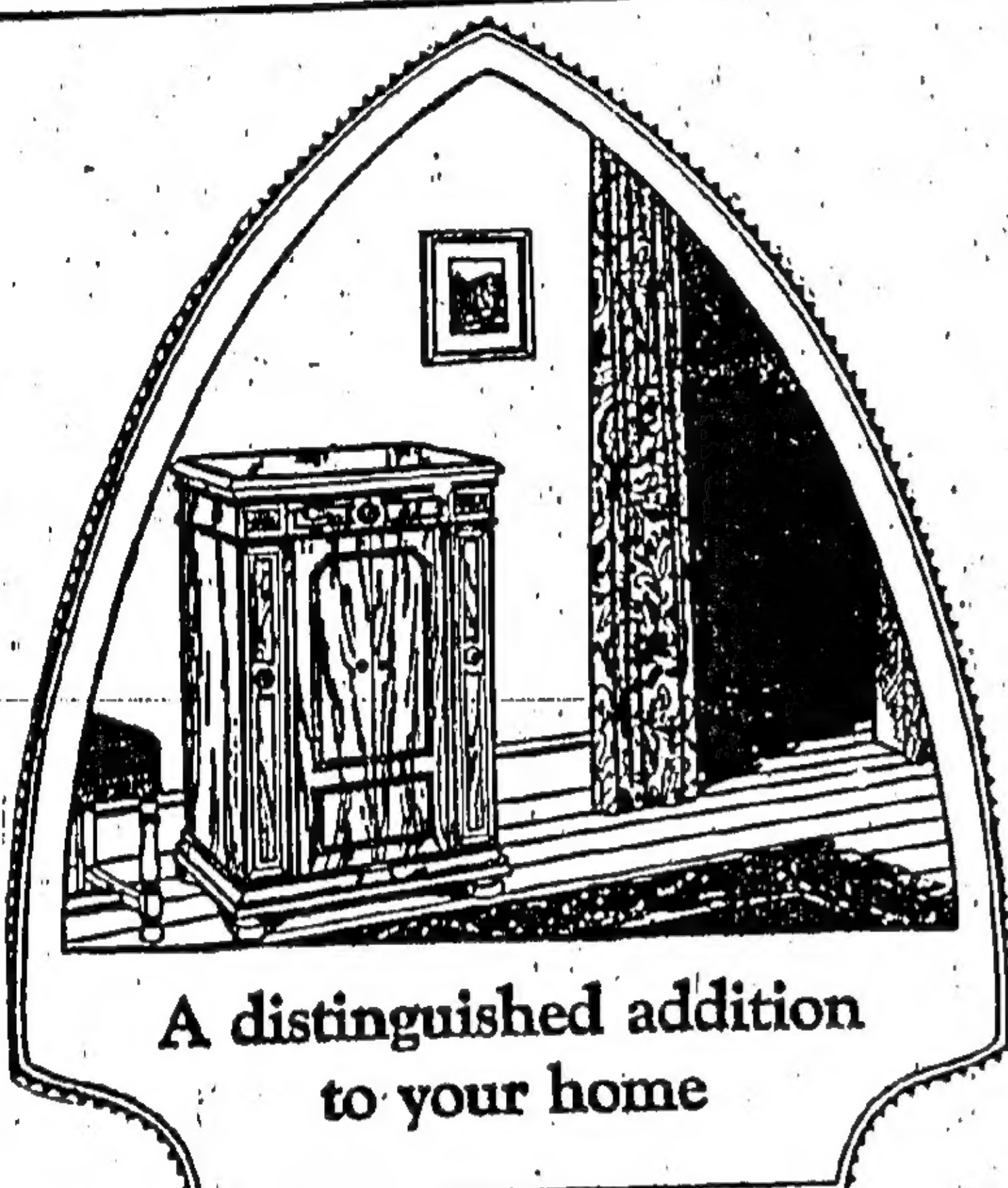
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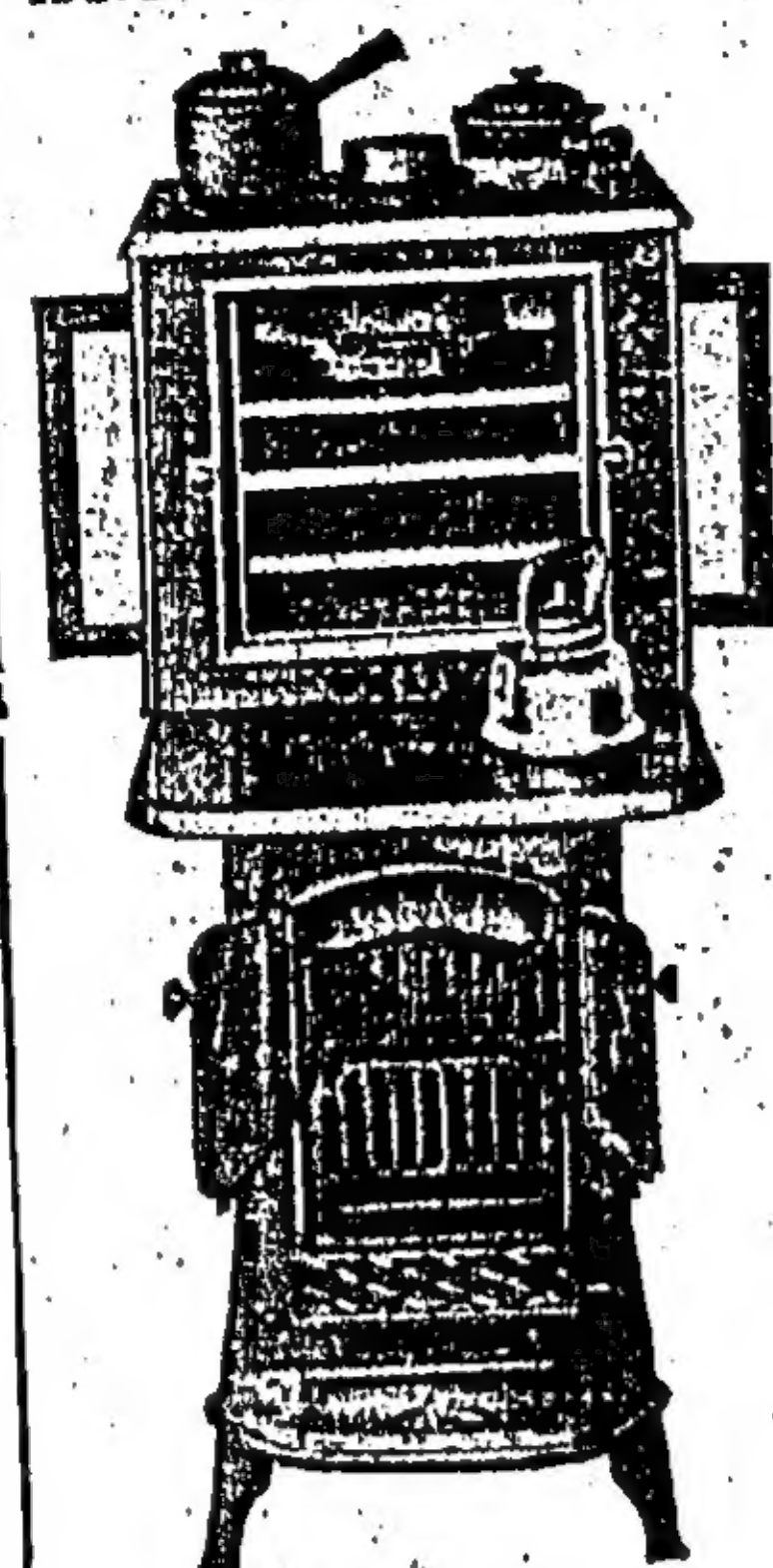
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ACKNOWLEDGMENT.

Dr. S. W. Ts'o and family tender their sincere thanks to all relatives and friends for their kind expressions of sympathy and floral tributes received in their recent bereavement and for their attendance at the funeral.

ANNOUNCEMENT.

The Marriage arranged between Mr. G. B. S. Thomson and Miss F. E. Kilson, will take place at St. John's Cathedral, on Saturday 8th December, at 3 p.m. Invitations are not being issued, but all friends will be welcome at the Cathedral, and afterwards at the Hongkong Hotel.

The Hongkong Telegraph.

SATURDAY, DEC. 1, 1928.

THE SHIPPING POSITION.

Hongkong, as one of the world's greatest shipping ports and as a centre of no inconsiderable importance so far as actual shipbuilding is concerned, naturally has a keen concern in all maritime matters. For that reason, it will find much of interest in the annual report of Lloyd's Register of Shipping, for the year 1927-28, which covers a great deal of ground and gives most detailed information concerning the present state of shipping. It is recorded that during the year under review, there has been a marked increase in the Society's operations, due in part to a large portion of the work interrupted by the coal dispute having been completed during the period, and also by reason of the fact that the unexpected and urgent demand for oil-tank vessels could only be met by the construction of a large number of additional ships. The increase in the volume of work, however, was of short duration, the exceptional demand for new tonnage having been more than met, with the result that there is now a heavy falling off in the number of new vessels which have been ordered.

One encouraging aspect of the statistics contained in the report is that British shipping still more than holds its own. Nearly five hundred vessels of about a million and a half tons gross were approved by the Society's Committee during the year, and of this projected tonnage 69.3 per cent. is intended to be built in Great Britain and Ireland. Of the new boats classed during the year, 418

were built in Britain, as against a total of 150 in all other countries, whilst in ownership also Britain comes out well on top, inasmuch as the total ships for Britain and the Dominions are 372, as against 179 for the rest of the world. The total tonnage of merchant vessels afloat at the end of the year, holding the classification of Lloyd's Register, amounted to well over thirty million tons, which is the highest figure ever recorded in the history of the Society. Of these, it is worthy of note that no fewer than 5,405 ships of 15,723,296 tons are British, this comparing with 4,144 vessels of 14,937,961 tons for all other countries combined. Moreover, at the end of the period under review, there were under construction throughout the world to the Society's classification 382 vessels of more than one and three quarter million tons. Great progress has been made in fitting steamers for oil-burning, the number of steamers so equipped being 19,068,014, as against 1,810,209 in 1914. Motor ships also show a great increase, the number at the end of the year being 2,933, or just ten times that of fourteen years ago.

In view of recent shipping disasters, it is of more than ordinary interest to note that Lloyd's have a special concern for the behaviour of ships under service conditions. It is a matter of common knowledge that cargo vessels are now required to undertake voyages, in the ballast condition, of longer duration, and at greater speeds, than has been customary hitherto. The Committee has always attached considerable importance and value to the experience gained by the observation of the conduct of ships when actually under the stress of service conditions, and in order to keep in close touch with problems which may arise in consequence of these changed requirements the Committee has during the past year, arranged for a member of the Society's technical staff to make voyages on cargo vessels, with the sole object of observing the behaviour of the structures in any exceptionally severe conditions of weather and loading to which they may be subjected. In view of the fact that the problems in relation to passenger vessels are of a somewhat different character from those of cargo vessels, the Committee has also provided for voyages to be made, by another of the Society's expert surveyors, in a large passenger ship, in order that similar observations may be obtained.

German Dispute.

The deadlock in the West German iron and steel industry amounts to little less than a national calamity, and there is reason to fear that unless the move announced to-day has the desired effect, the serious disturbance at Bochum on Wednesday when thirty rioters were sent to hospital will be merely the forerunner of similarly unfortunate scenes. The rapid approach of Christmas intensifies the danger as the relief from public funds granted to the workers is woefully insufficient to stave off bitterness. The dispute originated in a claim for increase wages, submitted to an arbitration board some time ago. The award favoured the employees, and the law of Germany demands that the Arbitration Award must be accepted. The iron and steel "barons," however, have been adamant in maintaining the lock-out ordered for the purpose of bending the operatives to their will, have defied the rulings of two important Labour Courts. In the eyes of the law the lock-out, which affects 250,000 men directly, and thousands of other workers indirectly, is illegal, and it is within the power of the Trade Unions to sue the employers for all wages lost thereby. On the other hand, the attitude of the employers cannot be made clearer than as set out in the notice threatening the lock-out. If the wage increase is paid, they say, they cannot compete in the world markets, and rather than make the slightest concession, they will close down the great works entirely. Already the losses to both sides must be colossal. Herr Mueller's offer to

DAY BY DAY.

OUR GREATEST GLORY CONSISTS IN NEVER FALLING, BUT IN RISING EVERY TIME WE FALL.—Goldsmith.

The Gazette publishes a list of authorised architects.

H.M.S. Petersfield arrived in Hongkong to-day from Shanghai.

Mr. C. B. Riggs has been appointed a member of the Pilotage Board.

Mr. H. Ore returned to the Colony on the s.s. Kitano Maru from Shanghai.

The appointment of Mr. E. W. Hamilton as Magistrate for Kowloon is gazetted.

Amongst those who attended the funeral of the late Mr. J. R. Capell and who sent a wreath were Mr. and Mrs. R. Pestonji.

About Hong Kong

Do you know that—

The first land sales took place in June, 1841, and that 50 seafront lots, with frontage of 100 feet each, were put up at the upset price of £10 per lot?

The sale was conducted by Mr. J. Robert Morrison, who was Secretary and Treasurer to the Superintendent of Trade, and who later became Colonial Secretary. He founded an education society whose institution was on Morrison Hill (named after him) and when he died at Macao in 1843, the Hongkong Government announced his death as "a positive national calamity."

[Some details of the first land sales will be given in a later issue.]

No fewer than seventeen dead bodies were picked up yesterday by the police, and of these seven were small-pox cases, six coming from the Yau-mat district and one from Mongkok.

Dr. S. W. Ts'o, O.B.E., Mr. W. H. Bell, Mr. A. Cameron and Mr. R. Dyer have been nominated as members of the Court of the Hongkong University for a further three years.

A Chinese woman, with serious injuries to her head, was admitted to the Kowloon Hospital at 10.2 last night and died shortly afterwards. The injuries were received when the woman attempted to alight from a bus in motion in Prince Edward Road.

News reaches us of the death this morning of Mr. Albert Gilbert, who formerly resided at 65, Praya East. The deceased, who was a member of the Engineers' Institute, was in Hongkong on behalf of a Japanese firm of makers of gramophone records.

Included in to-morrow's news reel at the Queen's Theatre is an interesting record of the opoal flight of the "Graf Zeppelin" from Germany to America. Scenes, taken from the giant dirigible, of the Rhine, France, Madeira, the Atlantic and Manhattan, where the successful landing was made, are shown.

In addition to the great dramatic production "The King of Kings" which is being shown to-day for the last time at the Queen's Theatre, two other pictures are also having their final screenings. They are: "The Bugle Call" with Jackie Coogan, at the World; and "Don't Tell the Wife" featuring Irene Rich, at the Star.

The health bulletin of Eastern ports for the week ended Saturday last, issued by the Director of Medical and Sanitary Services, gives the following cases, the figures in parenthesis indicating deaths: Plague, Beirut 1, Baghdad 3 (2); Cholera, Bombay (3), Calcutta (53), Madras (15), Negapatam (1), Rangoon (3), Pondicherry (4), Bangkok 8 (7); Smallpox, Basrah 13 (1), Bombay 1, Calcutta 3 (2), Madras 4 (4), Moulmein 2, Negapatam 5, Pondicherry (3), Macassar 1 (1), Belawan Deli 1, Samarinda 15 (3), Bangkok 1, Pnom Penh 5 (4), Shanghai (6), Canton 1, Baghdad 14 (9).

submit the whole question to a new arbitrator has naturally been readily accepted by the employers, who have everything to gain and little to lose. The men are in a more difficult position, but in the circumstances, have little option but to give their assent. It is at least satisfactory to learn that the employers have accepted in principle the understanding that the decision of the new arbitrator must be unconditionally accepted.

THE PASSING OF THE DUEL

Outlawing of War a Logical Sequence.

When I hear sceptics declare that war can never be abolished, I reply (if the sceptic has known Europe in general and Paris in particular long enough to appreciate the point of my remark): "And duelling?"

The other day a well-known Paris vaudeville, offended by something said by a famous French poet, challenged the poet to a duel. In the old redomontado he asserted that the insult could only be wiped out in single combat, that "honour" must be satisfied with swords or pistols. The poet was asked to name his seconds. The effect was intended to be terrifying. Instead, Paris laughed. Who was this strange Rip Van Winkle who had slept for years and did not realize that the duel was dead?

As for the poet, he took up his pen, made two or three passes, and proved once more that it is a deadlier weapon than the sword. This time Paris applauded. A duel seemed such an absurdity.

A French friend of mine, also a literary man, was likewise asked to fight a duel—about nothing at all—by a young aristocrat. The letter of the young aristocrat was in bad French. Thereupon my friend wrote back: "As the challenged party I have the choice of weapons. I choose orthography. Consider yourself badly pinked."

Yet my own memory goes back to days—not very long ago—when to have declined to fight for a matter of honour (and everything was supposed to affect one's honour) would have been reckoned disgraceful. A gentleman had no option. If he had jostled some bullying boulevardier, or had stared at him unconsciously, or had made a quick reply which might be taken in bad part, then he could, if he valued the good opinion of his fellows, hardly escape from a duel. Seconds were nominated to see that everything was done according to the rules of the game, and at dawn, while the dew was still on the grass, the parties would meet in some retired corner of a park or wood, would discharge their pistols at the agreed signal, or engage in a bout of fencing.

It must be confessed that the majority of these encounters in our time were harmless enough. It was rare that the consequences were serious. The pistols were fired in the air, and the swordplay was stopped on the least pretext. The antagonists were reconciled—they proclaimed that as a result of these matutinal exercises "honour" was satisfied. The old sinister jibe about "pistols for two and refreshments for one" was seldom justified. It was ridiculous that eventually made duelling impossible.

Yet there were redoubtable swordsmen who provoked duels with a mischievous purpose. Their success in duels furnished them with a reputation. Most of the time, especially those connected with newspapers, and their duelling experiences, and some of the celebrated pre-war journalists had to fight a score of duels.

Generally, however, the duel, as we knew it, was a mere shadow of its former self, a pale reflection of the days of which Dumas wrote so entertainingly, idealizing the figures of D'Artagnan, and the Three Musketeers, Athos, Porthos, and Aramis. The truth about those days is very different. In the reign of Louis XIII—and again under the Restoration—duelling was a public danger.

In the course of the seventeenth century the duel claimed more victims than all the wars, civil or foreign, of that epoch. Richelieu inflicted the severest penalties against the duel, but his edict was largely disregarded. Indeed, anybody who had predicted the passing of the duel would have been considered foolish. In the Praux-Cleres (between the Boulevard Saint-Germain and the Seine) in the Palace Royale (now the Place des Vosges) the duellists met; and history even records duels between women in the Bois de Boulogne.

There was a great outbreak of duelling under Napoleon; and with the Restoration matters grew worse. It was not safe to enter certain cafes, particularly those about the Palais Royal, which were

frequented by noted brotours who perpetually sought quarrels. The parliamentarians and the journalists were, after the swash-buckling captains, the principal duellists. Theirs, the venerable statesman who may be regarded as the father of the Third Republic, fought his duel. Boulanger, whose popularity was so great at one moment that he might have become a new Dictator, met, on the field of so-called honour, a Minister. Clemenceau, who was both journalist and politician, had to defend himself. Many of the older men, distinguished in the press or Parliament of the present Republic, had their "affairs." In short, until the war, duelling persisted. Now it is extinct.

Public opinion expressed itself against the duel long before it disappeared. From about the middle of the nineteenth century there was a genuine reaction. The duellists were no longer considered to be brave men. They were looked upon as bullies, who were often cowards at heart, at once brutal and braggart, and pretentiously ridiculous. Public opinion did not immediately prevail. It needed much denunciation, mingled with mockery, to outlaw duelling.

Duels diminished in numbers in the twentieth century, but the old custom lingered. Force of habit is not always easily overcome, and those who felt themselves insulted believed it was the proper thing to send their challenge, and those who received a challenge believed they could not refuse it without being dubbed poltroons. Many of the duels were half-hearted combats. They were engaged on both sides merely for the form. The irony of the public was keener. Reprobation was more widespread. A sense of shame gradually stayed the arm of the would-be duellist. The duel was disappearing before the war. After the war, it completely vanished.

When I say it completely vanished, I mean, of course, as an institution. Just as there may be, somewhere in the world, a few women who wear shoulder-of-mutton sleeves, and trailing skirts, and other pre-war apparel, so from time to time there may be discovered some old-fashioned duellist. But the race, as a race, no longer exists. Public opinion laughs at the notion of duelling, and would frown angrily at the appearance of a duellist.

What is the moral of all this? It is surely obvious. A French writer, Henri Bourrelle, has rightly said that the Kellogg Pact, which puts war in the pillory, will sooner or later abolish war, as public opinion has abolished duelling. Before the Kellogg Pact, various covenants and treaties indicated the public desire to make an end of war; but none of them entirely ruled out war—indeed they preserved war as a weapon for the preservation of peace; if that curious paradox may be permitted.

For the first time war is now declared to be outlawed; and though, outside the text of the pact, various nations have made reservations, it has been put on record that war is deemed to be inexcusable and incompatible with modern civilization. Public opinion is aroused to the need of putting war beyond the pale; and if public opinion grows strong enough—as it will—the reservations of statesmen will not stand. Precisely as duelling has ceased to be recognized as a proper method of settling private disputes.

And the means will be the same in both cases. The moral condemnation of the duel will be followed by the moral condemnation of war. It was not Richelieu's edicts, it was not severe punishment during the nineteenth and twentieth centuries which stopped duelling. It will not be "sanctions" which will stop war. The sanctions, the punishments, envisaged by many people against war, will prove in themselves to be ineffective. It is the moral denunciation of war which will make it seem a foolish method, a criminal act.—SIRLEY HUNDELLSTON in the Christian Science Monitor.

DEATH OF CAPTAIN McDOUGALL.

GIRL VICTIM OF ALLEGED ATTACK RECOVERING.

London, Nov. 8. Captain Donald McDougall, who it is alleged, stabbed Miss Patricia Johnson, private secretary to Lord

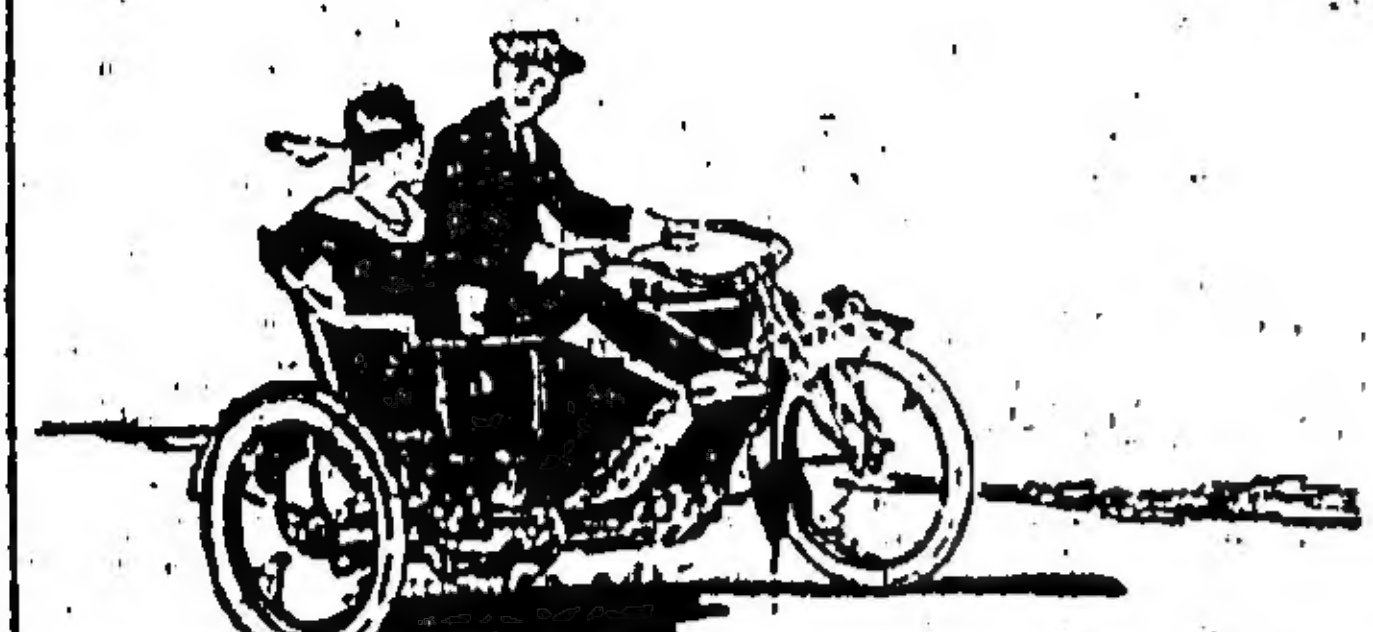
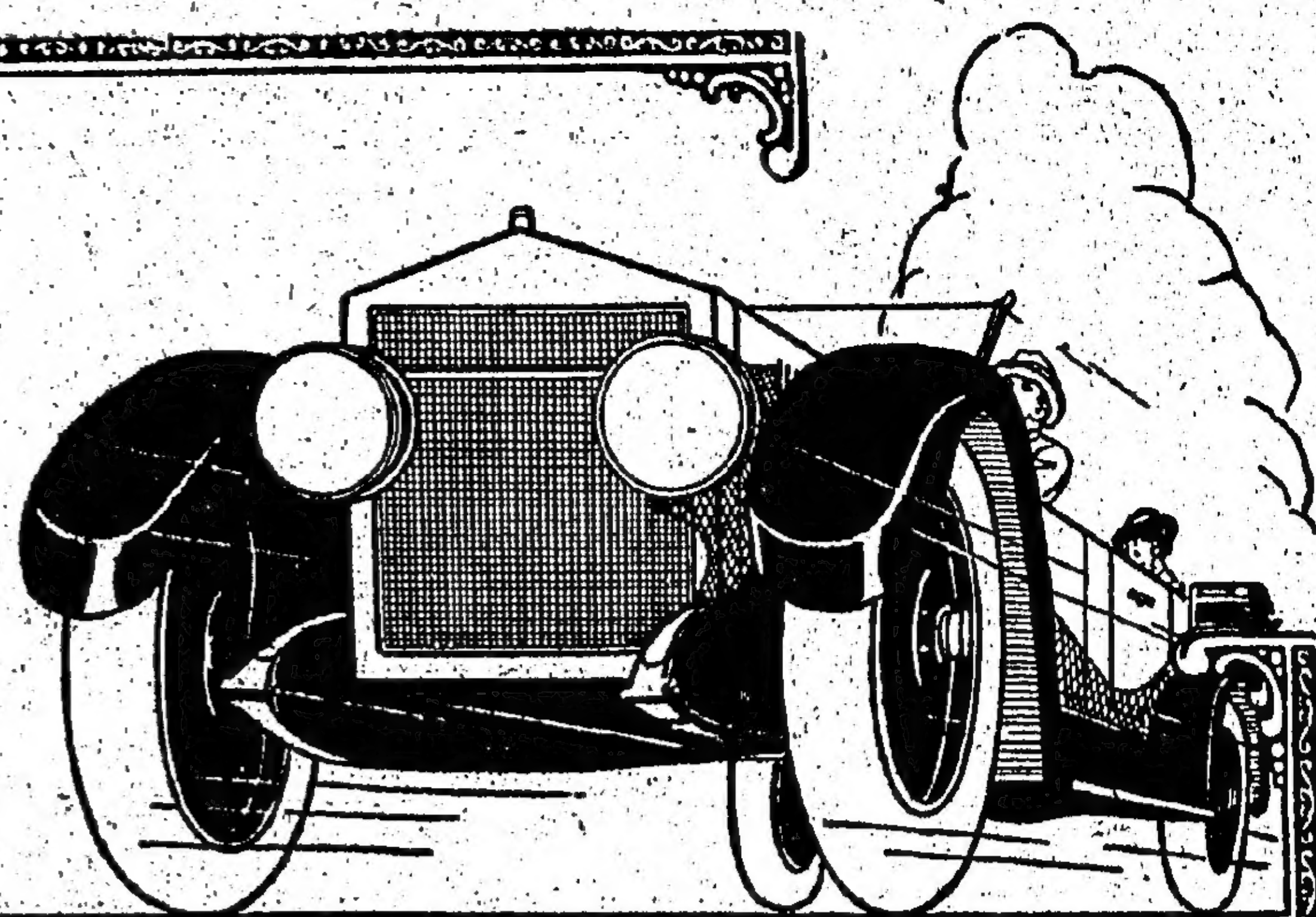
Deedes, and afterwards stabbed himself, died in Westminster Hospital yesterday.

Miss Johnson, who has been under treatment at the surgery of Dr. Gross, Southwick-place, Bayswater, was reported yesterday to be "very much better."

The alleged attack occurred on Wednesday last at the offices of the Income Taxpayers' Society, Abbey House, Westminster.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH
SATURDAY, 1st DECEMBER, 1928.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT



Garden Road.

There appears to be a mistaken impression that when the improvements are effected at the lower Peak Tram Station, there will be less parking room than previously. We have heard several remarks to this effect, but instead of the space being restricted, there will actually be a much larger area available.

Seth's Corner.

Although the police have laid down certain conditions in connection with car-parking at Seth's Corner, one or two owners, probably in error, have recently failed to observe the desired regulations. If cars park at the actual corner, there is practically no room left for other vehicles to back when turning round, and it is in order to provide this room, that drivers are requested to park east of the telephone post, and not to the west of it, as some are doing at present.

Peak Garages.

In addition to the new Peak Garages, we understand that other premises are being erected. The Peak Mansions will also accommodate a number of cars, thus helping to solve the garage shortage problem. Within a few years it is probable that ample garaging facilities will be made available to motorists in the hill district, because sooner or later the demand will be met. The great point is however, the monthly rental rates. It is quite a burden to the moderately priced car owner to have to pay \$25 or \$30 per month, and there should be no reason why suitable buildings could not be erected which would provide much more reasonable accommodation.

Stubbs Road.

It is satisfactory to note that some pieces of land on the Stubbs Road have been converted into car parks, thus enabling motorists to leave their cars off the direct line of traffic. Notices are displayed requesting motorists to park at these reserved places.

Trees Removed.

A much-needed improvement is being carried out at Leighton Hill Road by the removal of trees, thereby increasing the road space by some ten feet. Although trees add greatly to the attractiveness of a district, there are places where they do cause a certain amount of danger, and public safety is, of course, of primary importance. Other trees around Happy Valley cause a certain amount of obstruction, taking up a considerable portion of the roadway, and we expect that ere long, these will also have to be sacrificed to modern conditions.

At Home.

We notice that even in small towns in England, it has been found absolutely necessary to remove trees bordering roadways, the obstruction caused by the trees themselves, and overhanging branches being the reason for the action. Fortunately the matter is not so very serious in Hongkong, because there is ample room along many of our roads for the cultivation of trees and shrubbery, the hillside lending themselves to this most beautiful form of natural adornment.

104,000 Miles.

The record of a 1923 Morris-Cowley, owned by Mr. A. Lingard, of Sydney, Australia, is a fine tribute to the moderately priced British car. The car has covered 104,000 miles and is still running well in the service of its owner, who is a traveller for a city firm, and uses the car on business, averaging 80 miles a day, and sometimes carrying very heavy loads in it. During the time he has had this car in use Mr. Lingard has spent \$21 in repairs on it, including the cost of a complete overhaul. During recent heavy rains he covered 485 miles over mountain districts and experienced no trouble, although many higher-powered cars were held up in different places.

DISTANCE TOURS.

Mechanical Reliability.

TWO POPULAR CARS.

The mechanical reliability of the present day automobile is an important factor in the growing popularity of long distance touring.

Not many years ago, the motorist seldom dared to venture far from town. If he did, he could be reasonably sure of spending the night in a farm house.

But times have changed. The motor car no longer is a mechanical question mark. It has gained in speed, comfort and above all in reliability. A thousand mile tour offers no greater mechanical hazard than a drive around the block. This, of course, is due to the untiring efforts of automotive engineers. Eternally seeking that elusive "something better," they have engineered the uncertainty out of the automobile.

No small part of this work has been done by the engineers of the Oakland Motor Car Company. Working in conjunction with the General Motors engineers, they have pioneered countless improvements which enable the tourist to start out, confident in the knowledge that he will return intact and under his own power.

For instance, if the reader recalls the early days of mountain touring, he will remember at least two reasons for frequent roadside halts—the boiling radiator and the difficulty in feeding his engine sufficient gasoline on a long up-grade pull.

To-day, in his Oakland or Pontiac Six, he negotiates these same

grades with ease. The cross-flow radiator, exclusive feature of the Oakland and Pontiac, is so designed that loss of water by evaporation is practically nil. Water that does vaporize in the engine is condensed and put back to work without being allowed to escape from the radiator cap.

Another feature is the fact that both cars are equipped with a positive feed fuel pump. Gear-actuated to the engine, this pump ignores the decreasing atmospheric pressure encountered at the higher altitudes and provides exactly the right amount of gasoline.

The GMR cylinder head, standard on both Oakland and Pontiac, gives further assurance of uninterrupted touring pleasure. On the road, one frequently must buy any brand of gasoline that may be available. But gas is gas to the GMR head. It has no preferred brand. And it drinks in moderation.

These are some of the major reasons why the Oakland and Pontiac Sixes are popular among tourists. The excess power and ease of handling permit sustained travel of 300 to 400 miles per day without fatigue, and the car's mechanical stamina, combined with their long springs, Lovejoy shock absorbers and luxuriously cushioned interiors, make touring a comfortable delight instead of a hardy adventure.

LESS INNERS SOLD.

Ballon tyres have made it a poor business for inner tubes, he Department of Commerce reports that while the sale of casings has steadily increased, that of inner tubes has remained practically stationary during the last three years.

FIRE-FIGHTING.

A Novel Appliance.

USEFUL FOR PEAK.

Specially designed for use in isolated positions, Messrs. A. J. Stevens & Co. (1914), Ltd., have just completed and despatched for use in China a very compact and powerful form of fire extinguishing apparatus. The appliance is instantly ready for use anywhere owing to its dominant feature being the rapidity with which it can be rushed to the seat of the fire by means of the 7.99 h.p. A.J.S. machine to which it is attached.

The chassis frame on which the platform for conveying the apparatus is mounted is an A.J.S. Standard Commercial Chassis, as regards dimensions, but the front and rear springs are specially strengthened to carry the increased weight. The tubes are made of a special quality material, and the axle tube is strongly reinforced. The platform itself is constructed of well-seasoned oak, the framework being edge plated to give the required strength.

The fire-fighting equipment comprises a Merryweather Standard Pattern Chemical Extinguisher, having a capacity of 20 gallons. This is of the soda and acid type, the acid being liberated by the movement of a handle which is normally kept in position by a gunmetal cap. The cylinder is mounted on bolsters and secured in position by two steel straps, sufficient clearance from the platform being allowed to admit of access to the drainage plug of the cylinder. Two 20-foot lengths of hose with gunmetal couplings and nozzle are provided for use with the cylinder, and are carried in a light wire basket fixed in front of the cylinder.

In addition four Merryweather two-gallon "Fire Suda" extinguishers constructed to Board of Trade requirements and tested to 350 lbs. per square inch, mounted on the off side of the platform, and three "Pyrene" extinguishers are carried on a strong angle iron frame at the rear end of the cylinder. The equipment also includes two crowbars fitted in quickly detachable clips; one large axe secured in spring clips; and one extensible rake, or preventer.

An Ambulance First-Aid Outfit, a Nife accumulator, and a double-note siren conveniently placed for operation by a pillion rider, complete the equipment of this very formidable fire-fighter.

(We understand that the above article refers to the recently arrived appliance for the Hongkong Fire Brigade.—Ed.)

SLEEVE VALVES.

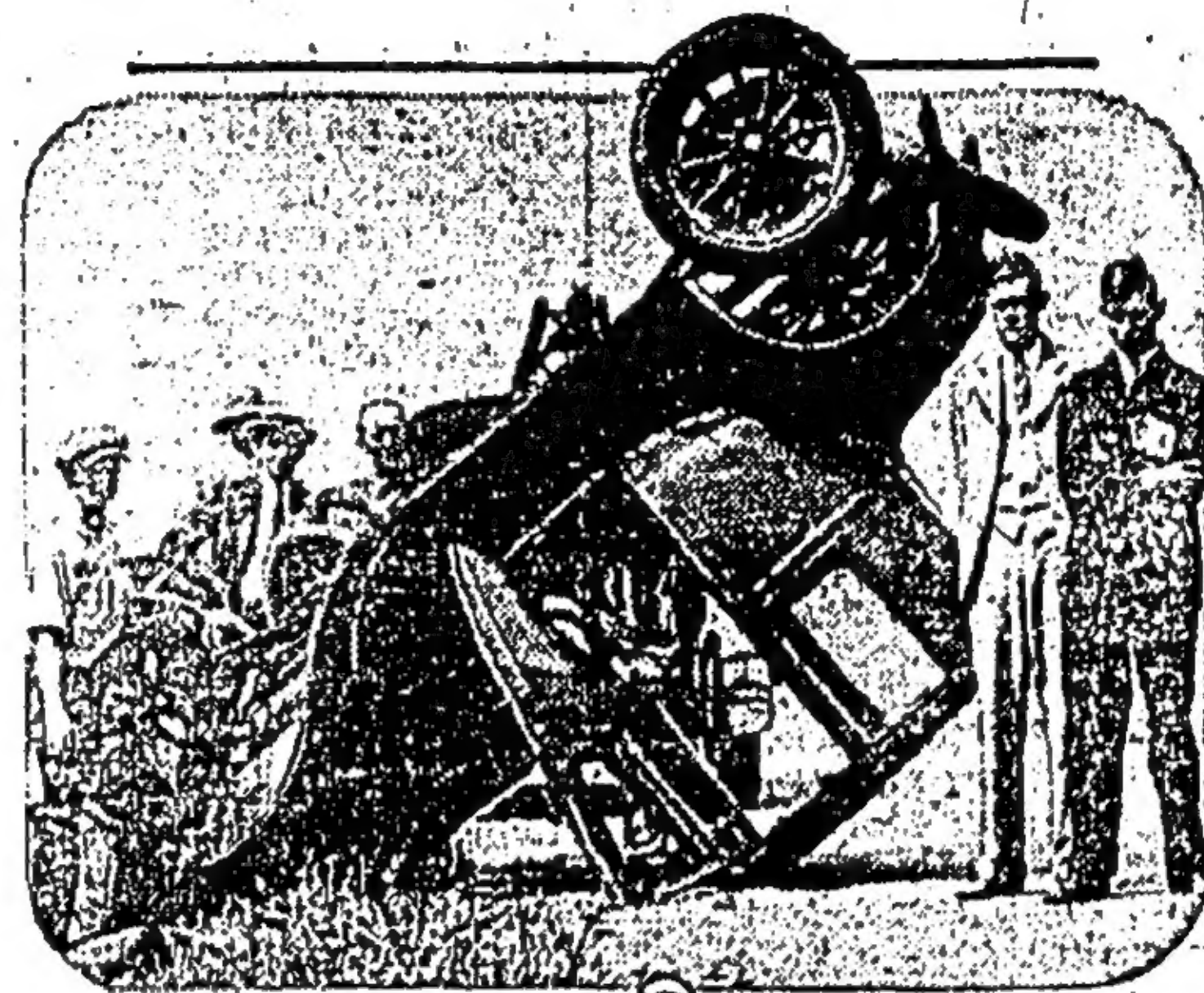
A New Principle.

The new principle behind the Arral-Aster sleeve valve system is bound to have a profound effect on motor car engineering as soon as its advantages become more generally recognised. It has for years been agreed by experts that theoretically by far the most efficient type of internal combustion engine is the single sleeve valve. It cuts out the hammering action upon which the poppet valve engine depends, and substitutes for it the rhythmic action of a rigid sleeve valve. But until now there has always been one cardinal difficulty with the single sleeve system, and that has been the problem of giving the sleeve an absolutely continuous motion. Arral-Aster have solved the problem by means of the new eccentric valve-shaft, and we can safely say it is one of the greatest improvements in modern motor engineering.

FEW STATES STRICT.

Only 12 states require examination of all auto drivers, through the authority of their drivers' license laws, reports the American Automobile Association. This enforcement is optional with the proper officials in six other states.

THE ACROBATIC AUTOMOBILE.



Not satisfied with taking a flip-flop by itself on a highway outside Columbus, O., recently, this automobile caused another to take a similar turn, landing on its top. Yet none of the three occupants of the first, nor the sole passenger of the second was injured.

TWO WHEELS PREFERRED.

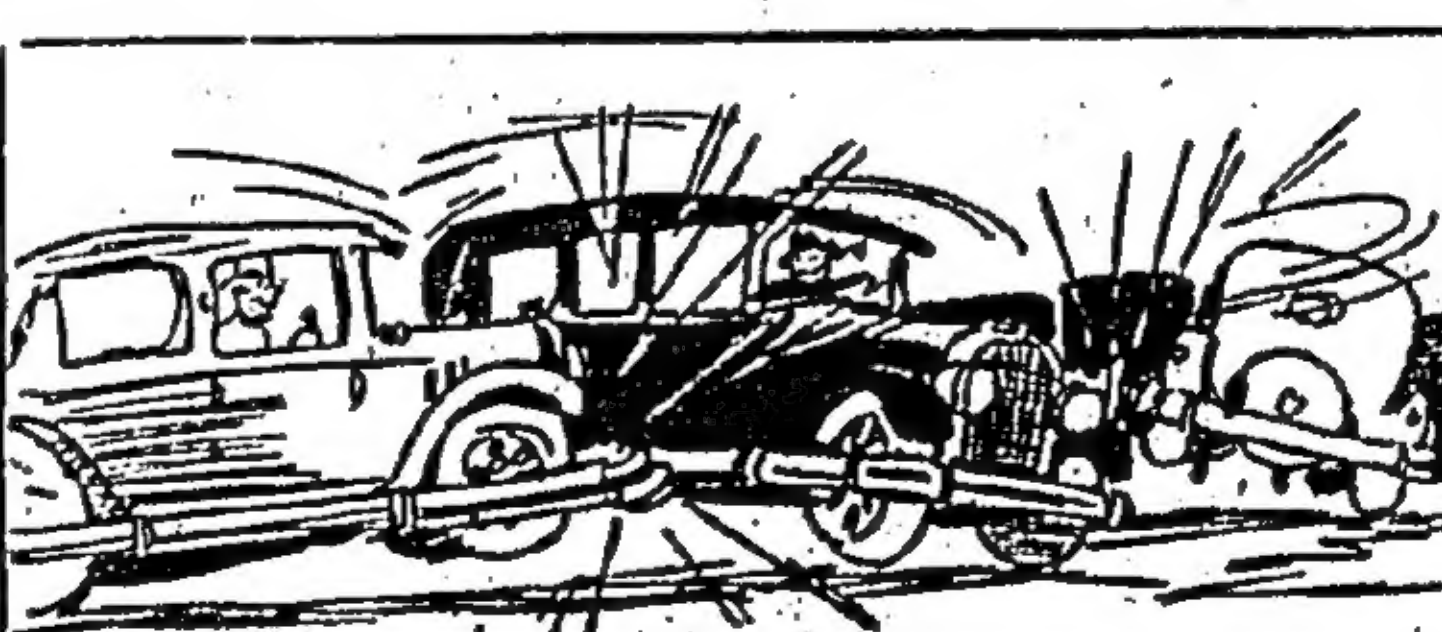
You lounge at ease with your rugged-up knees. And your cushions shoulder-high; You are glass enclosed; but I'm all exposed. And my only roof's the sky; ... That's all I need, as my two-wheeled steed Is an arrow, piercing space; I want no shield; for my skin is steeled To the hard wind on my face.

I slip and skip with a crackling "blip" Where cars can never squeeze; I away and play like a wriggling ray Or a wand'ring, vagrant breeze; I'm swift to drift 'ere the traffic lifts

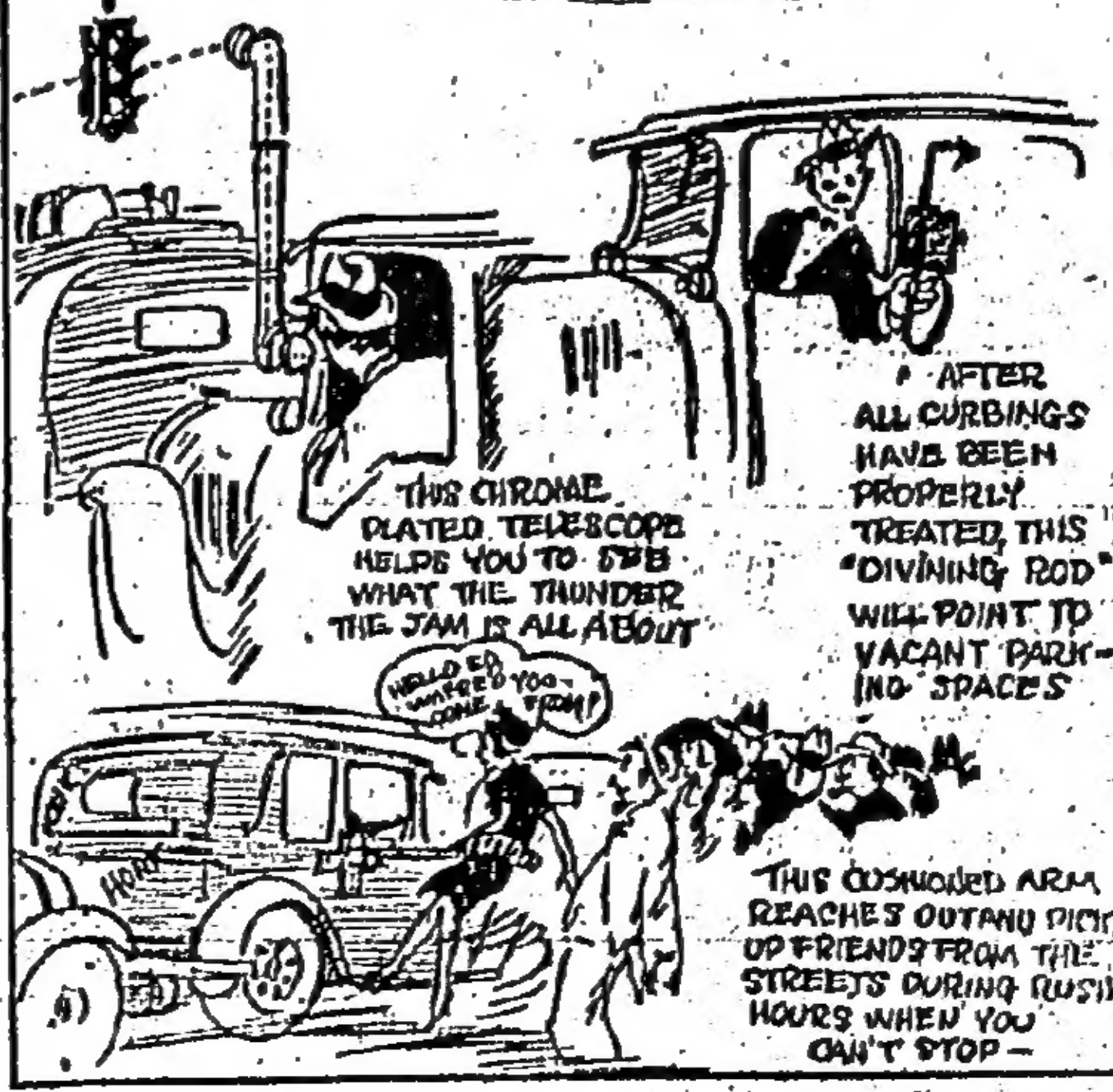
Or the four wheels start to turn, It would take a snake to pursue my wake O'er the roads, my hot tyres apurn.

My motor's beat mocks the word; "Effete" And my muffler shouts this truth: That the winds rough wash and the rain-drop's splash. Are the zest and the zip of youth. You may chase in packs in your four-wheeled hacks—I'm the lone fox of the hunts; No back seat command shuts my throttle. And Don't you envy me on punts? (Sydney Sun.)

THE CRAZE FOR "GADGETS."



THESE COMPLETE BUMPERS ENCIRCLE THE CAR AND ADD FUN TO YOUR ACCIDENTS

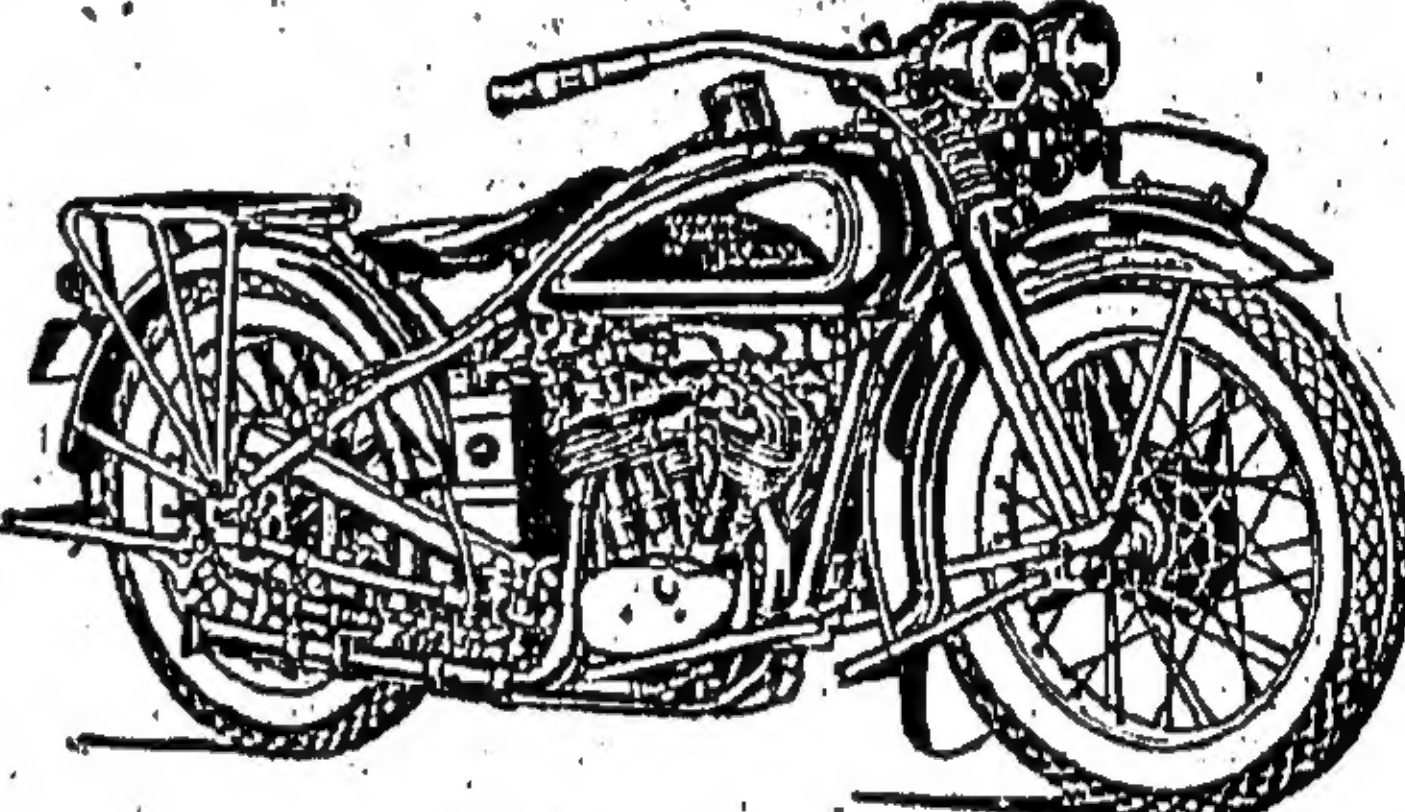


THIS CHROME PLATED TELESCOPE HELPS YOU TO SEE WHAT THE THUNDER THE JAM IS ALL ABOUT

AFTER ALL CURBINGS HAVE BEEN PROPERLY TREATED, THIS "DIVING ROD" WILL POINT TO VACANT PARKING SPACES

THIS CUSHIONED ARM REACHES OUT AND PICKS UP FRIENDS FROM THE STREETS DURING RUSH HOURS WHEN YOU CAN'T STOP

The Latest 1929 HARLEY-DAVIDSON



A NEW WONDERFUL 45 TWIN.

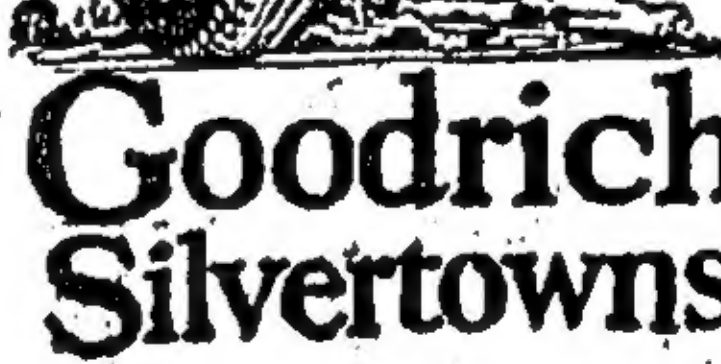
HERE IT IS! THE 45 TWIN, THE MOTOR-CYCLE MAGNIFICENT, THAT THE WORLD HAS BEEN WAITING FOR HARLEY-DAVIDSON TO BUILD.

AND SUCH A MOTOR-CYCLE! GREAT ACCELERATION—SMOOTH GLIDING POWER—QUIET SPEED THAT LEAVES THE PARADES OF CARS FAR BEHIND. ABOVE ALL, A MOTOR-CYCLE EASY TO HANDLE, A COMFORT AND A PLEASURE TO RIDE. EVERYTHING YOU WOULD EXPECT IN A 45 WITH THE HARLEY-DAVIDSON NAME ON THE TANKS. FEATURES GALORE THAT STAMP IT THE PEAK OF MODERN MOTOR-CYCLE ENGINEERING.

THE GASCON MOTOR CO.,

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES. Tel. K. 1243 2, Kwong Wah Road, Kowloon. (Opposite The Steam Laundry) A GOOD ASSORTMENT OF SPARE PARTS AND ACCESSORIES IN STOCK.

Mileage Headquarters right this way!



"Best in the long Run"

We do business on the oldest rule of success—the rule of giving our customers the most for their money. The most mileage from your new tires—because we have chosen, from our experience, the tires we know deliver the most.

SOLE AGENTS:

For Hongkong & South China.

UNIVERSAL MOTOR & SUPPLY CO.

Kayamally Building, 22, Queen's Road, Central. Phone D. 4915.

All sorts of Automotive Accessories also in stock.

CHINA UNDERWRITERS, LTD.

FOR ALL CLASSES OF

MOTOR INSURANCE

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HEAD OFFICE: St. George's Building, Hongkong. TELEPHONE: C.1121-22



The Balloon Tyre
with the Scientifically Designed Tread

Firestone has shown the motoring world that Balloon Tyres, scientifically designed for low air pressure, are giving more mileage than car owners ever before received. To add extra strength for the flexing strain of Balloon Tyres, and also insulate every strand of cord with rubber Firestone dips the cords of the carcass in a rubber solution. Moreover the Firestone Balloon Tread is designed to provide extra rubber right where the weight and wear are greatest, in addition to non-skid safety. Come in and let us tell you about Firestone quality and the helpful service we are providing in this locality.

MOST MILES PER DOLLAR

Firestone
GUM-DIPPED BALLOON TYRES

THE DRAGON MOTOR CAR CO., LTD.
Telephone Central 1246 or 1247.
33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

MOTORISTS AND THE LAW.

The Borrowed Car.

RECENT IMPORTANT DECISIONS.

Two cases of importance to motorists have been decided in the High Court, and both deal with the liability of the various parties concerned after an accident in which a borrowed car has been involved.

The facts in the first case were as follows: A contractor, G, employed a number of vanmen in the course of his business, and among them was one N, who was a friend of his employer as well as being his trusted servant. In addition to his vans, G owned a Morris-Cowley car which he kept for his private use. He had on an occasion previous to the accident lent this car to N for the latter's own purposes. On the evening of the accident he again lent this car to N, who was anxious to take some friends of his to the theatre.

G gave N the key of his garage and told him he might take out the car. While driving his friends home, N, owing to his negligent driving, injured a pedestrian B, who thereupon brought this action against both N and G for damages. As N was a man of no substance, B's only chance of obtaining compensation was to obtain a judgment against G, N's employer and friend. It was contended on behalf of B, the plaintiff, that as N was in the general employment of G for the purpose of driving motor cars, and was at the time of the accident driving with his authority, the fact that the car was being used by N entirely for his own pleasure did not release G from the ordinary liability of a master.

Servant Not on Master's Business.

A master is liable for the wrongful acts of his servants when they are either done on his behalf or are done in the course, or are within the scope, of his servant's employment. This will be the case even if he does something on his own account, and in the course of so doing negligently injures someone, the master will be liable. It is only when the servant disobeys orders to such an extent that he cannot be considered to be on his master's business at all that the master's liability will be extinguished.

Mr. Justice Shearman, in his judgment, said that the cases where a servant did something for himself while on his master's business were different from the case before him. In those cases, he said, the servant began on his master's business, but in the present case the journey, though authorized by the master, was, from the start, not on the master's business.

The learned judge also differentiated from the case before him those cases where the owner of a car was present while an authorized person drove it for his own purposes but was still under the "control" of the owner. In such cases the owner could at any moment have revoked his authority or told the driver to drive slowly or stop, or the like.

The Question of Control.

Put shortly, the liability of an owner of a car exists in the following cases when he is not driving himself:

(1) When the driver is acting on his behalf.
(2) When the driver is under his control.
(3) When the driver is the owner's servant driving in the course of his employment or doing the class of act he was employed to do.

It must be remembered as regards (2) that a driver may be under the "control" of the owner from the legal point of view, even if the owner is not present. For instance, in one case, a car owner (A) frequently allowed B to drive his (A's) car, and on one occasion, when they had come back from a drive together, A got out of the car and allowed B to drive it back to B's house. An accident occurred, through B's negligence, while the car was outside B's house, and it was held that A could be made liable as principal.

In another case the plaintiff had gratuitously lent his car to the defendant, and while it was being driven by a friend of the defendant's, it collided with a refuge and was damaged. The plaintiff brought an action against the defendant and the driver for negligence.

HEAVY LIGHT PROBLEM.

Research Urged.

Recognizing that headlamps and motor fuels offer a field for further engineering improvement, the National Automobile Chamber of Commerce voted recently to support further research by the Society of Automotive Engineers, and joining with the American Petroleum Institute in continuing the fuel research of the United States Bureau of Standards.

CANADA ON A. A. A.

Canada now is represented on the board of directors of the American Automobile Association. Riley Horn, president of the Montreal Motorists' League, is the representative.

When A lends an article to B, whether gratuitously or not, what is known in law as a contract of bailment is created, and under this contract it is the duty of the borrower to take care of the article. The degree of care the borrower must exercise varies according as the loan is for money or for nothing, a much greater degree being expected in the former than in the latter case, but in each case care must be exercised. Should the article be damaged or lost, the burden of proof is on the borrower to show that it was lost or damaged through no negligence of his.

Danger of Friendly Arrangement.

In the case last mentioned, Mr. Justice Finlay, in giving judgment for the plaintiff, said that this was one of those unsatisfactory cases where people, well known to one another, made arrangements which neither of them thought would ever have to be discussed in a law court, and, in consequence, such arrangements were loose and informal.

This last case should be a reminder to those motorists who borrow and lend their cars thoughtlessly without considering the effects of a possible accident. Both cases, too, illustrate the absolute necessity for motorists, who intend to lend their cars, to insure themselves against the consequences of accidents happening during the period of the loan. Such motorists should take care to see that the policy issued to them covers them not only in respect of injury to the car but also in respect of third party claims, no matter who is driving the car or for whose purposes it is being driven.—The Autocar.

NEW FORD FEATURES.

No. 6—Engine Lubrication.

The Model A engine lubrication system is an exclusive Ford development, simple, positive and more than adequate for all demands made upon the moving parts of the motor.

All parts of the engine are lubricated from the oil reservoir in the oil pan by the Ford pump, splash and gravity feed. The oil pump is located in the bottom of the oil pan and is operated by a gear on the camshaft. The pump is enclosed in a fine mesh wire screen through which the oil filters before it is pumped up into the valve chamber.

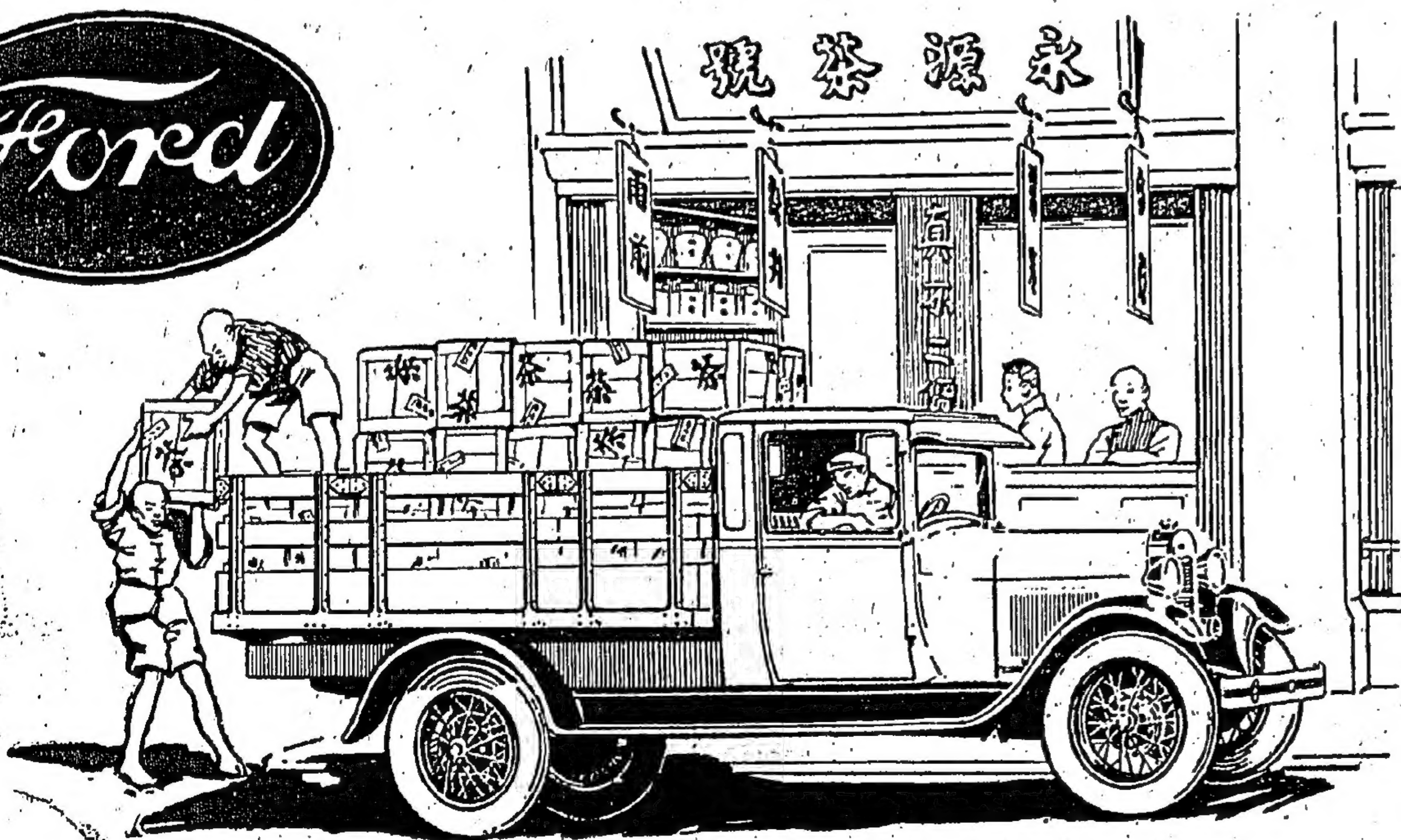
When the engine is running, the oil flows into the valve chamber in a continuous stream, but it is in no sense a "forced" feed. Rather, it is the full load of the pump being delivered in a smooth, flowing stream. The oil is delivered to the valve chamber largely for the purpose of providing direct gravity feed lubrication to the bearings of the crankshaft. Incidentally it supplies lubrication for the valves, providing better and quieter action, and by gravity to the front end camshaft bearing. From the valve chamber small pipe openings lead down to the crankshaft main bearings and oil flowing down these by gravity provides an abundance of lubrication. Small, built-in dams in the bottom of the valve chamber provide reservoirs of oil for each main bearing pipe opening.

The engine rests in the chassis on a three-degree angle, sloping to the rear. The oil flows back, filling the reservoirs, continually, and the overflow is carried by an external pipe down to the front end of the splash tray in the oil pan, where it flows back over the tray, filling the troughs through which the connecting rod dipper passes, forcing oil into their lower bearings, and from which all other moving parts are sprayed by splash.

The oil filter opening and the breather are on the left side of the engine, as is also an oil indicator rod, marked to indicate the proper level for oil in the oil pan.

THE NEW FORD TRUCK

ECONOMICAL, RELIABLE AND SPEEDY TRANSPORTATION



Prices: HK. \$2,175.00

Including Closed Cab and Stake Body (Made by Ford Motor Company)

Chassis only: HK. \$1,675.00

AUTHORIZED DEALERS:

WALLACE HARPER & CO., LTD.,
745, Nathan Road, Mongkok,
KOWLOON, HONGKONG.

FORD MOTOR COMPANY EXPORTS INC.
SHANGHAI.

EVERY day the new Ford trucks are demonstrating to their owners that they have purchased the most desirable transportation regardless of cost. These new trucks have been built to endure and at the same time carry a payload of one and a half to two tons with a margin of safety for overload.

THE Ford Motor Company does not arbitrarily call its truck a ONE AND A HALF TO TWO TON truck to meet the claims of competitors. Mr. FORD'S engineers have designed a truck to do just what it is advertised to do without adding to or changing any of its parts by the dealer.

A CAREFUL examination of the remarkable mechanical sturdiness of the new Ford trucks followed by a demonstration of their greatly increased power, speed, carrying capacity and low cost of operation will convince any prospective purchaser that these trucks are not to be compared with any other make of less carrying capacity at less cost or of greater carrying capacity at greater cost.

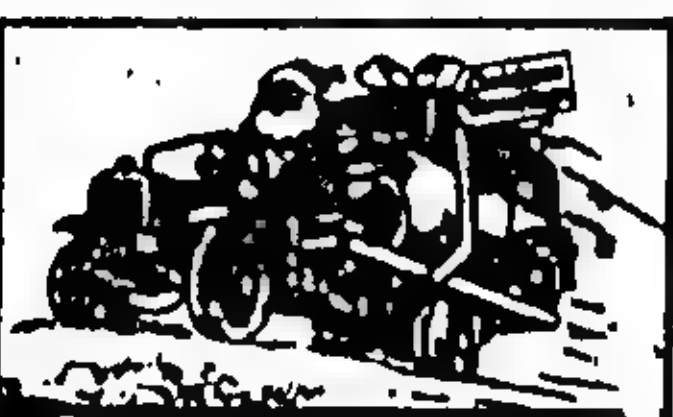
FORD trucks have been built for all kinds of transportation, and will meet the needs of those who require trucks for transporting merchandise or for passenger bus service.

A HAPPY THOUGHT!

WHAT Gift could give greater pleasure than a Motor Car?
and—what a choice!
STUDEBAKER, ERSKINE, MORRIS, CHEVROLET.

Arrange for us to deliver one on Christmas Morning

HONGKONG HOTEL GARAGE.



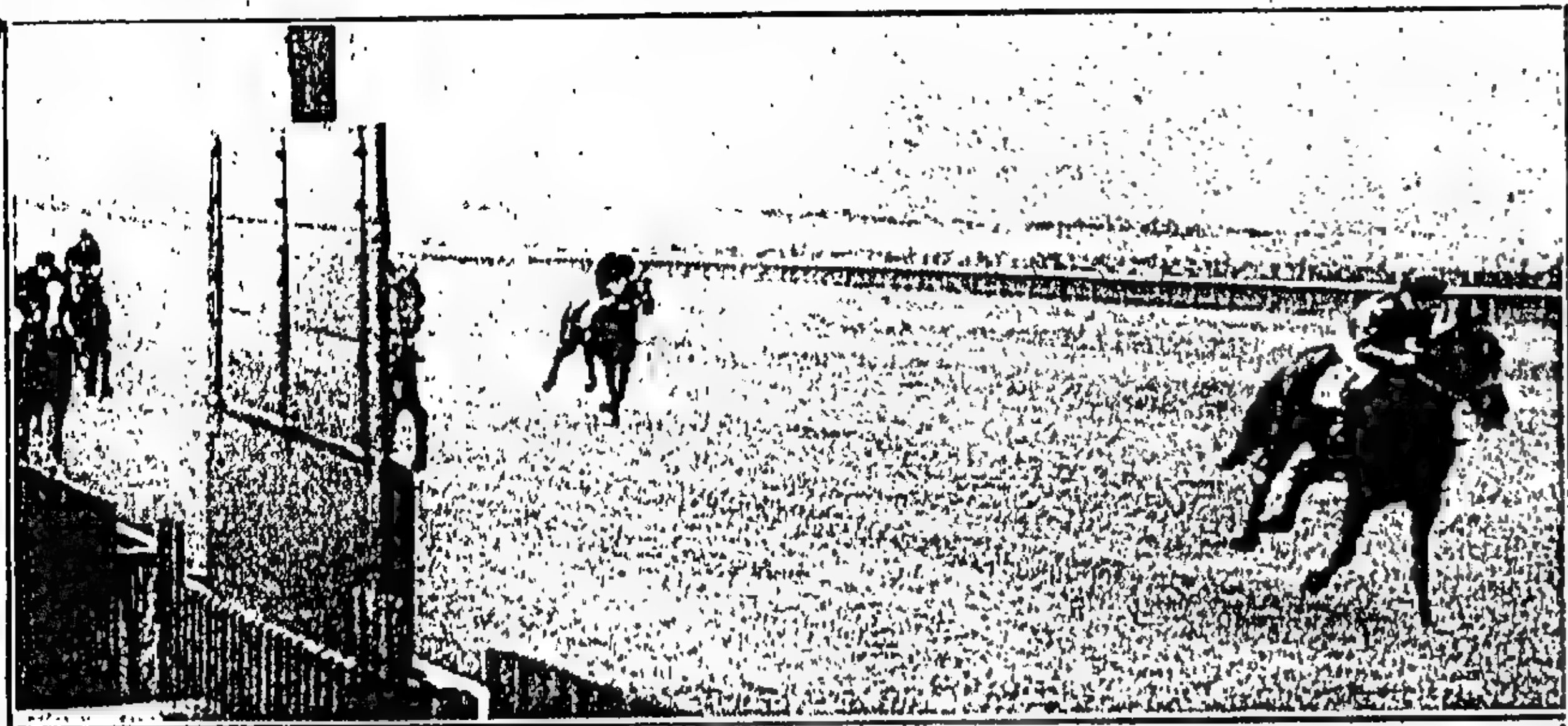
Hongkong Telegraph.

Pictorial Supplement

December 1st, 1928.

TO OUR READERS

We shall be pleased to receive photographs of interest, for reproduction in this Supplement.



The above photograph shows the finish of the Cesarewitch, at Newmarket. Sir M. Wilson's Arctic Star, a 9-1 chance, is seen winning easily. Mr. S. Sanford's Blanche and M. Goudchaux's horse, the second and third, are obscured by the winning post.



Swan, the Civilian goalie, punching clear during the Lai Wah Cup match on Saturday, which was won by the Chinese. (Photo: Mee Cheung).



Group photograph of bowlers taken in the grounds of Government House last week when His Excellency and a Government House team played against the Hongkong Interport team and the "Big Four." (Photo: Ming Yuen).



Mr. Edward Moore, of Taikoo, and Miss Elizabeth Dow, photographed after their wedding at the Union Church on Saturday last.



Miss Kwok Choy-ming, the well-known Chinese lady swimmer, photographed with her many trophies. (Photo: Mee Cheung).



Bridal party at the wedding of Dr. John Durran and Miss Katherine Hunter, which took place at the Peak Church on Wednesday of last week. (Photo: Ming Yuen).



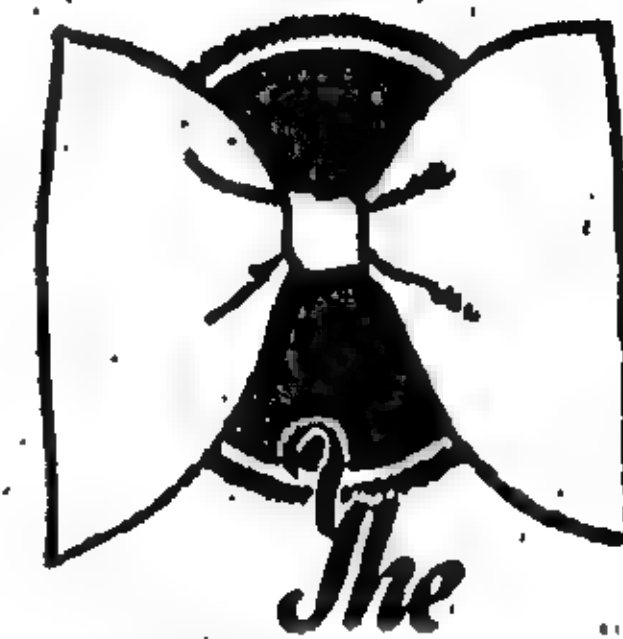
A characteristic pose of Mrs. Aimee McPherson, the American evangelist, who has just completed a visit to England and Europe.



A successful competitor at the Kwanti Steeplechases on Saturday last.



Group photograph taken after the wedding at Union Church, on Saturday last, of Mr. Edward Moore, of Taikoo Dockyard, and Miss Elizabeth Dow.



THE PARK DRESS TIE

The man who likes to be not merely in the fashion but right on top of it will appreciate the "Park."
It is the latest variation of the ordinary single-knot, single-wing bow, and in the best of taste.

The "Park" Dress tie is simply tied and should be ordered in accord with the size of collar worn. **White \$1.75 Black \$2.00** Less 10 Cash Discount.

LANE, CRAWFORD, LTD.
MEN'S WEAR STYLISTS.
EXCHANGE BUILDING. ... DES VOEUX ROAD.

There is always a best way of doing anything~

THE OLD WAY THE ACME WAY

SEND FOR THIS FREE BROCHURE

Ninety pounds of axe handles packed in an unreinforced box weighing 43 lbs. and costing 90c.

Fifty-five pounds of carbide in cans, packed in a box reinforced with two wires, weighing 8 pounds and costing 19 cents.

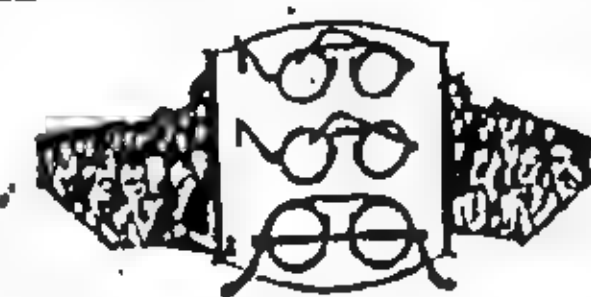
Boxes carrying 48 pounds and 25 pounds of pump parts, respectively. The large one weighs 39 pounds and costs \$1.07. The small one weighs 13 pounds and costs 39 cents.

This redesigned box, carrying the same load, is 17 pounds lighter. Reinforced with Acme Nailless Strap, it is stronger than the old box and 26 cents less.

Reinforced with one Acme Nailless Strap, this box carries the same load, is 21 lbs. lighter and costs 3 cents less than the old one. It is stronger by actual test.

Redesigned and strengthened with Acme Nailless Strap, these boxes carry the same loads. The larger box now costs 47 cents less and is 17 pounds lighter—the small one costs 20 cents less and is 7 pounds lighter.

Demonstration from the Sole Agents for—
ACME STEEL COMPANY, BROOKLYN, N.Y.
J. M. da ROCHA & Co.
2, Connaught Road, Central P. O. B. 400
Tel. C. 2277.



Are You Enjoying the Advantages of Normal Eyesight?
Eyestrain is often the cause of headaches, nervousness and irritability—ask your family physician. If you need glasses, you are assured of competent, qualified service and perfect, first grade lenses from the 40-year-established firm.

LAZARUS

Hongkong's Only European Optician
13 Queen's Road Central.



SMOKERS' NEEDS

PIPES, TOBACCOS
CIGARS, CIGARETTES
BEST and CHEAPEST

AT
GRACIO EGYPTIAN TOBACCO STORE

... Hongkong Hotel.

PAGE TWO

THE KONGMOON-SUNNING RAILWAY. INTERESTING JOURNEY DESCRIBED.

The writer recently had occasion to make a trip up the Kongmoon-Sunning Railway; this railway is not very much used by foreigners, any many Hongkong people are unaware of the pleasure of making this trip up country.

Leaving Hongkong any evening at 7.00 p.m. (the steamer arrives in Pakkai (the port of Kongmoon) about 7.00 a.m. next morning. From there one takes the train to Kongmoon city, about four miles



The excellence of the main streets in Kungyifu can be judged from the above photograph.

From Pakkai. At Pakkai there are still a number of Europeans at the Chinese Maritime Customs, at the A.P.C. and at the Standard Oil Company of N.Y. Kongmoon City is rather like a smaller Canton; it is just in the state of transition from the old city to the new; a new bond is being built and many new streets (Maboo) are spreading out in all directions; everywhere new buildings are replacing old. Quite fair Chinese hotel accommodation is available in Kongmoon either at the Peng Lai Hotel or at the Kongmoon Hotel. There are no rich shops or motor cars in Kongmoon yet, but undoubtedly they will make their appearance in the streets of the city in the near future. There is, however, a motor road, in very bad condition, leading from Kongmoon

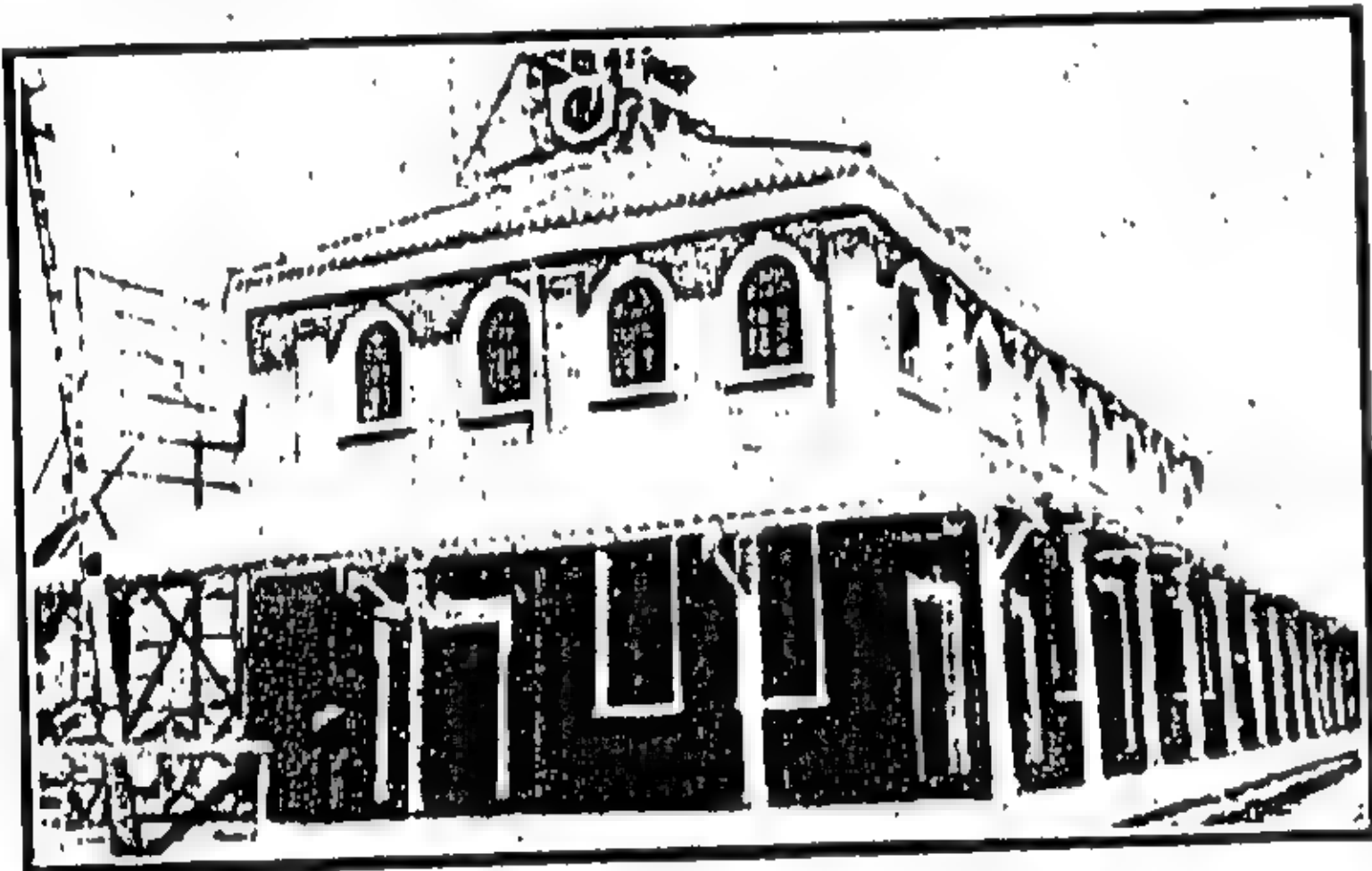
City to Sun Wui City, about eight or nine miles away; on this road there are motor buses and a few private motor-cars.

Sun Wui city is absolutely the real old style Chinese city; small narrow streets, very dirty, very hot in summer; huge walls encircling the city with gates in the North, South, East and West. It appears a very busy place and, indeed, there are over 100,000 inhabitants in such a very small area. The old walls are soon to be demolished and, like Kongmoon, new roads are planned in all directions. Sun Wui City can also be reached from Pakkai, being only the next station up on the line towards Kungyifu.

From Kongmoon the railway winds up through very fertile and rich looking countryside; the scenery is very beautiful all the time amongst low, well-wooded hills. About three hours after leaving Kongmoon the train arrives suddenly on the left bank of the Shunhau or Tamkong river. It will surprise the traveller considerably to find that the whole train, engine, tender, and five carriages is loaded on to a huge steel lighter and ferried across the river. The passage of the river takes about forty-five minutes, but if a bridge were constructed

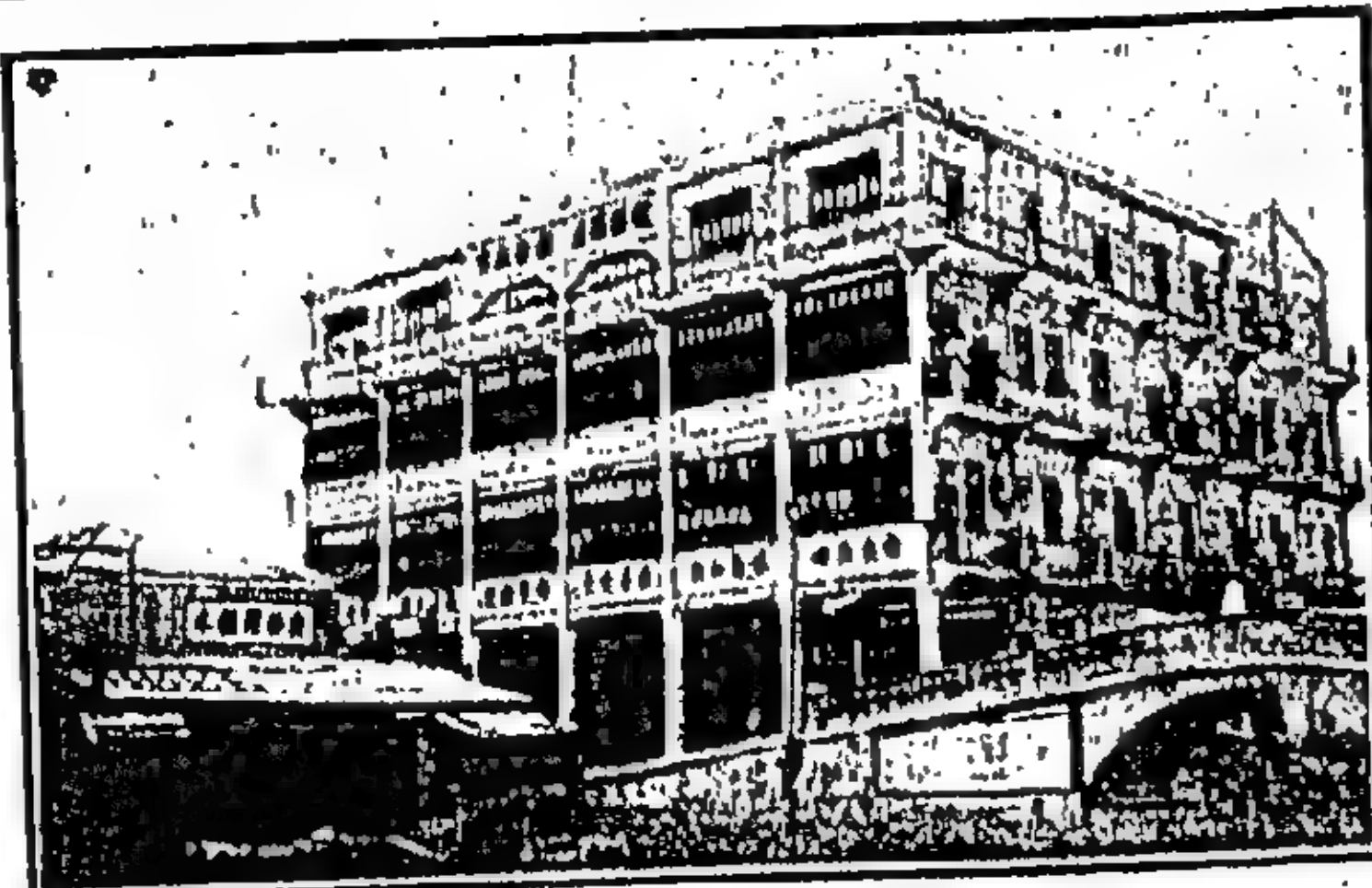
launches and if any bridge were built it would have to be a revolving bridge which would probably cost a huge amount. Besides, who is ever in a hurry in South China?

Soon after crossing the river, one comes to Kungyifu; it is quite a small town and owes its importance chiefly to the railway repair shops which are situated there. There are about five parallel streets, all quite modern and lined with modern buildings; there is a very large hotel, quite good. The streets are extremely clean and well kept; as in Kongmoon there is not yet any wheel traffic in Kungyifu. From Kungyifu there is a small branch line running to Sunning nearby, whilst the main line continues up through Sun Ning Shi and then, curving round, rejoins the coast



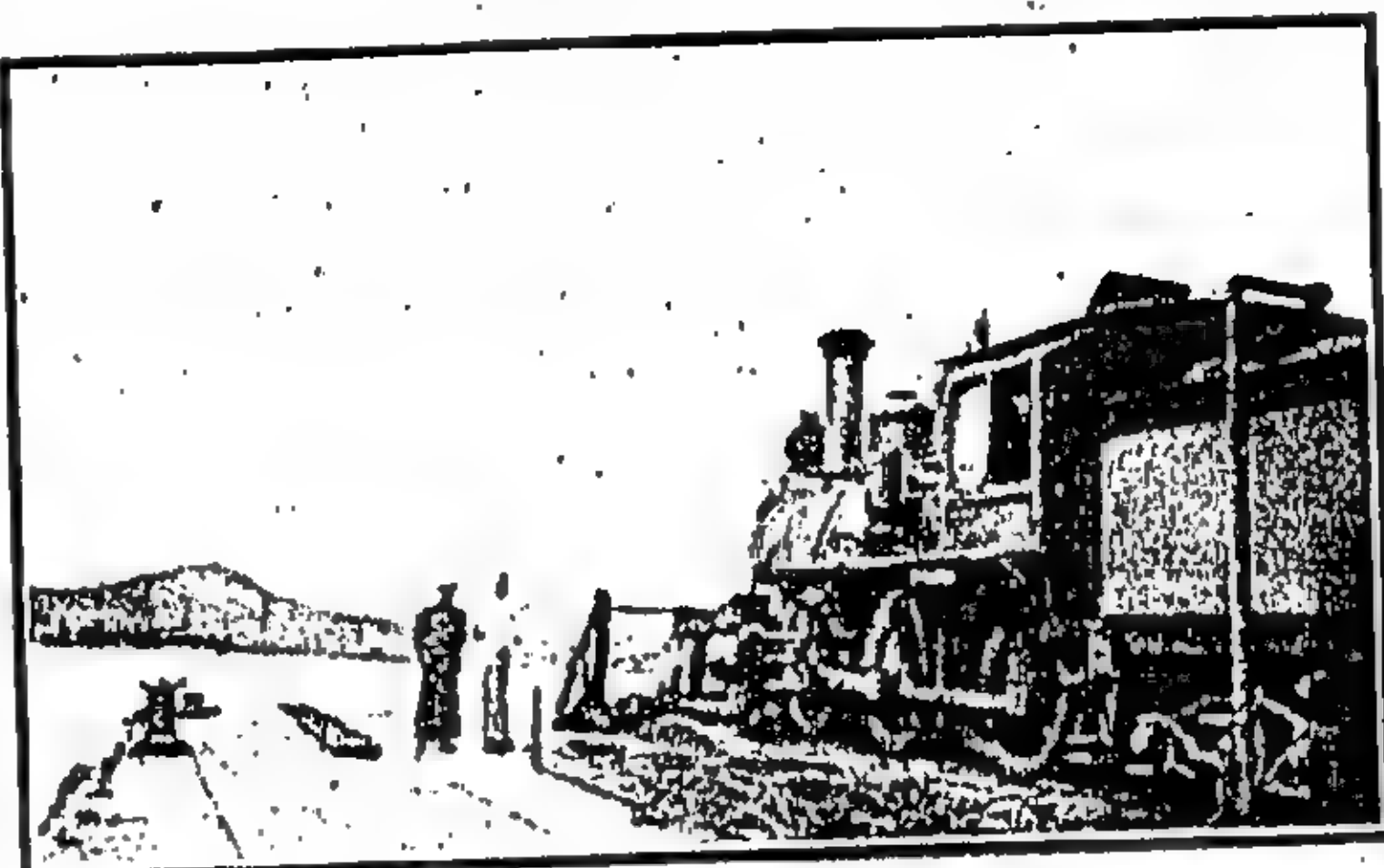
The new railway station at Sun Ning Shi, which was completed last summer.

the train would cross the river in two or three minutes. However, the river is a very important waterway and there is a considerable amount of traffic in junks and



A modern hotel building at Kungyifu.

Here there are three small towns all situated along the banks of the river, which branches off here. There three small towns of Sun



The train ferry, crossing the river Tam Kong, near Ngau Wan.

Cheong, Tikhol and Cheung Sha, years the company has been taxed like Kungyifu, are quite modern, so exorbitantly that it has dropped. The traveller is particularly surprised to find all through the Sunning concern till now, when it is being and Toi Shan districts every said to be running at a loss.

Mr. Chen Yee-he is still one of the most active directors of the company, and though the rolling stock and general material has fallen into considerable state of disrepair during the last two or three years, new sleepers are now being laid all along the line, the Toishan district; the gorgeous modern railway stations erected at Sun Ning Shi and Pakkai are already completed; at the latter place the station is situated just opposite the wharf of the Hongkong steamers which leave Kongmoon.

About three hours after leaving Sun Cheong one comes to a small village on the left bank, where a motor road leads to Sun Ning Shi. There are plenty of motor buses 3.00 p.m. arriving in Hongkong and a number of private cars running on this road. Sun Ning Shi

itself is in the midst of woods and hills and is very lovely; it is quite a large thriving town and is entirely modern, every street and building being quite new. There are a number of rickshaws and motor cars in the city and the roads are very clean and well kept.

From Sun Ning Shi the traveller may either return to Kongmoon-Pakkai by the railway or proceed further up in the direction of Towshan. The railway itself was built by Mr. Chen Yee-he and was opened in 1912. Mr. Chen Yee-he is now over 70 years old and he built the railway on returning from America where he spent many years. Later, it was made over to a company and now the Government are trying to confiscate it under their system of nationalizing all the railways. Anyhow, during the last few

THE FUN OF BEING FORTY.

[By A Woman Who Is.]

"Good gracious!" you say. "I don't see much fun in that!" Not even thirty-nine—when one may still think of oneself as in the thirties, the prime of life, and capable of enjoying all its pleasures, without the extreme silliness of those in their teens and twenties—but forty! No longer is the first grey hair anxiously awaited. It is there, with many others.

Still there are so many compensations. No need any longer to worry about the slim boyish figure, a real problem at thirty-nine. On the contrary one can realize that, for a matron, one is young—amazingly young compared with a woman of fifty. And the matronly gowns and coats, so skillfully fashionable, are things of charm and elegance, and, above all, comfort.

It is true that one does not yet boast of one's age, as do the more mature matrons of sixty or over.

One reviews the last score of years, and wonders how one ever survived; the strenuous times of hard work, when one felt that one was going to do great things in the world; alternating with the lighthearted abandon of joyous play; the uncertainties and delicious torments of falling in and out of love; the weighty decision made between a career and marriage; the joyous task of helping to build a home; and the inspiring privilege of guiding the feet of little children; the constant struggling against the necessarily narrow limits of one's horizon; and the desperate striving to keep alive and resist mental laziness.

FIRST MAN TO FLY.

[By Harry Harper.]

A quiet, courteous, very retiring little man, who hates being made a fuss of and who spends much of his time experimenting in his private laboratory at Dayton, Ohio, will soon be receiving congratulations from all the countries of the world. Orville Wright is his name, and to him belongs the fame imperishable of being the first man in the world to fly in a power-driven, heavier-than-air machine.

It is the 25th anniversary of the momentous feat which is to be celebrated this December, on a world-wide scale.

It was quite early on the bleak winter's morning of December 17, 1903, that those two assiduous brothers, Wilbur and Orville, wheeled forth from a small shed at Kitty Hawk, North Carolina, a queer-looking winged machine driven by a little engine of 12 h.p. That machine was placed upon a launching rail. Its engine was started. Its two propellers revolved. Orville Wright, lying prone on the lower wing, grasped a couple of controlling levers, and, as the machine started forward along the rail, driven by its whirling screws, Wilbur ran along beside it, holding the wing to steady it.

Along the rail it sped; the spectators forgetting the cold as they gazed in wonder; and when it had reached the end of that rail it soared gracefully into the air and flew under perfect control for 12 seconds.

That brief flight above the lonely sand dunes now ranks in aerial records as the first ever made by a controllable, power-driven, man-carrying aeroplane. Shortly afterwards, on the same morning, Wilbur Wright also made aerial history by taking his place in the machine and flew for 59 seconds.

Whereupon they packed up and returned home, "knowing that the age of the flying machine had come at last."



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The Princess Theme Returns

And Tomorrow's Styles
Get a Dash of Inspiration
From the 1880's and 90's

Models
from
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Blond Ermine Graces
The Red Velvet Evening Coat
Heart-Shaped Decolletage
And a Fitted Bodice
Distinguish the Evening Gown.



Velvet-Trimmed
Rose Crepe Roma
Fashions the Frock
Of a Black and Gold
Ensemble



White Ermine
Contrasts With Black Velvet
In This Wrap
With Mandarin Sleeves



Strips of Nutria
Emphasized by Silver Beads
Trim This Frock
Of Figured Velvet



Crystal and Strass
Decorate the Velvet Bodice
And Chiffon Skirt
Of This White Evening Gown



Coat of Bottle Green Velour
Enriched by
Luxurious Pointed Collar
And Cuffs of Kolinsky

ONE of the winter's contributions to the mode will be the gown that features, with modifications, the princess lines so popular in the '80's and '90's.

A very new development of the princess theme is to have the long bodice of an evening gown of sequins, velvet or satin with the full skirt flowing from it of fluffy lace, of tulle or of chiffon.

Shown at the left is the latest interpretation of this interesting style—an evening gown of white velvet and chiffon, two fabrics Dame Fashion approves.

The supple, fine velvet fashions the long bodice, and chiffon the skirt and shoulder straps.

Little crystal tears, surrounded by strass, spill over the gown from shoulder to circular hemline, and where the bodice joins the shoulder yoke and the full skirt a little scroll pattern is outlined in strass.

This gown's rear has a deep bodice that swatches to advantage the figure with no extra curve. Both front and rear decolletage are V-shaped.

Typical of the new flowing lines that evening gowns feature this winter is the chartreuse creation in French Ninon at the upper left.

Its double, circular skirt—of tremendous fullness—gracefully swings from a medium front length until it hides the silver heels of Milady's slippers. Silver crystals mark a floral outline to the new neck—a decolletage of the heart-shape that promises great vogue.

Here we see the fitted long bodice again. And here we encounter a new decorative note, graceful, rugged flowers of uneven petals that fall gracefully from the lower rear neckline to the bottom of the bodice.

THE sumptuous evening coat of rich cardinal red velvet at the upper left has its sleeves cut in one with the body and its length uneven to follow the lines of the gown under it.

Blonde ermine enriches the beauty of this garment by fashioning a luxurious shawl collar that is gathered for extravagant fullness in the back and then runs the length of the front closing for full measure. The wide cuffs are lined with the fur and a banding extends around the outside.

Queenly is the black-transparent

velvet wrap with wide mandarin sleeves illustrated at the upper right. The ermine collar is one of the new type that stands out, forming a charming frame for the head. It has a diagonal closing with the ermine tapering gracefully.

On the finely figured brown velvet frock at the lower left, nutria fur in fine strips patterns a V-yoke outline, edges the flaring cuffs and edges the little ornamental bow in front of the skirt yoke.

This is a frock that shows how the finely patterned velvets may be fully as distinctive as plain ones, though the better garments this season leave printed velvet behind.

Here the velvet makes a little circular apron over a velvet circular skirt and edges the outline with little gold beads like those that trace the pattern of fur around the frock.

LAVISH use of furs on coats is another note of this rich winter season. An example of this is the unusual way in which natural kolinsky fashions the rippling, pointed jabot collar and shaped cuffs of the bottle green velour coat at the bottom of the page.

The collar points a very deep V down the back, with two shorter ones on either side and then follows the same line in front. The front closing is of fur, which narrows where it fastens on one side and then flares like a godet at the bottom. Very new and different are the luxurious cuffs which are of fur and round near the elbow in the most astonishing manner.

To make the ensemble at the top centre the latest mode, it is of pink, the best colour in some ways that winter affords. This pink is a soft rose with a touch of beige to give it delicacy.

The frock is of crepe Roma, velvet trimmed, and the coat, collared and cuffed with black lynx, is of black novelty material with gold threads through it, lined with pink crepe de chine.

The frock features the butterfly sleeves that give a ladylike appearance to any gown. Appliqued flowers of matching velvet give added charm to the deep cuffs and a few of them dot the front of the simple neck which is shallow in front and ties in the back. Velvet also ties for a girdle in front.



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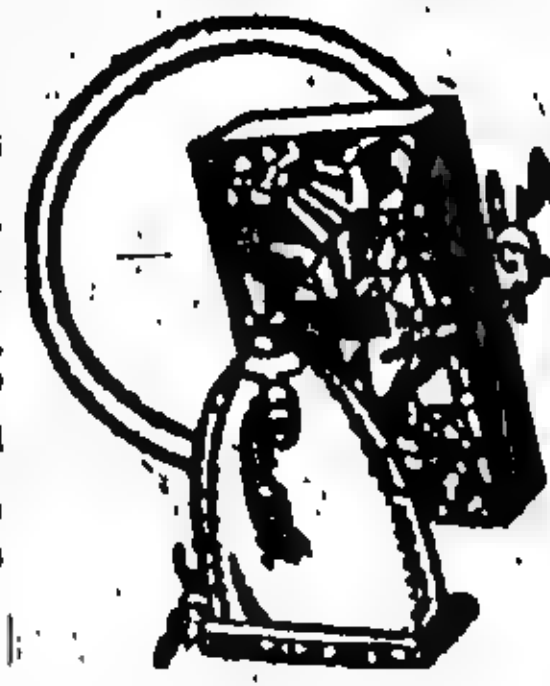
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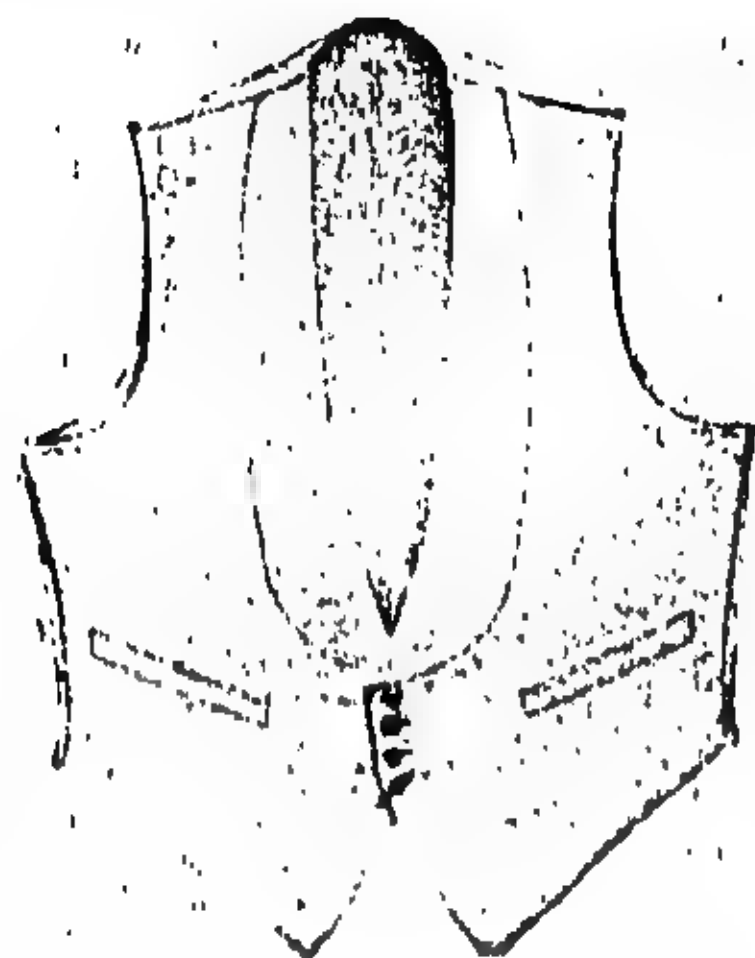
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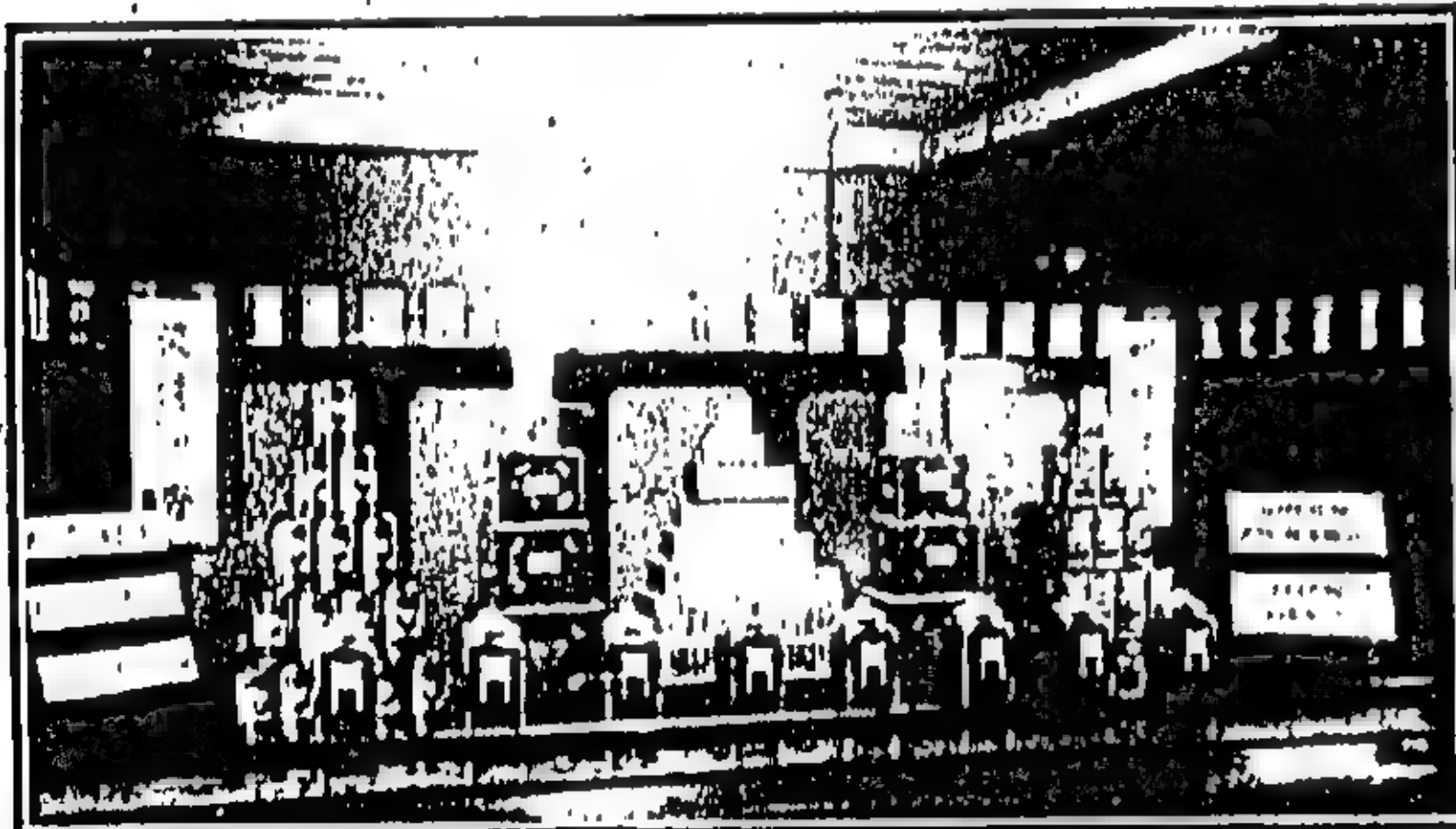
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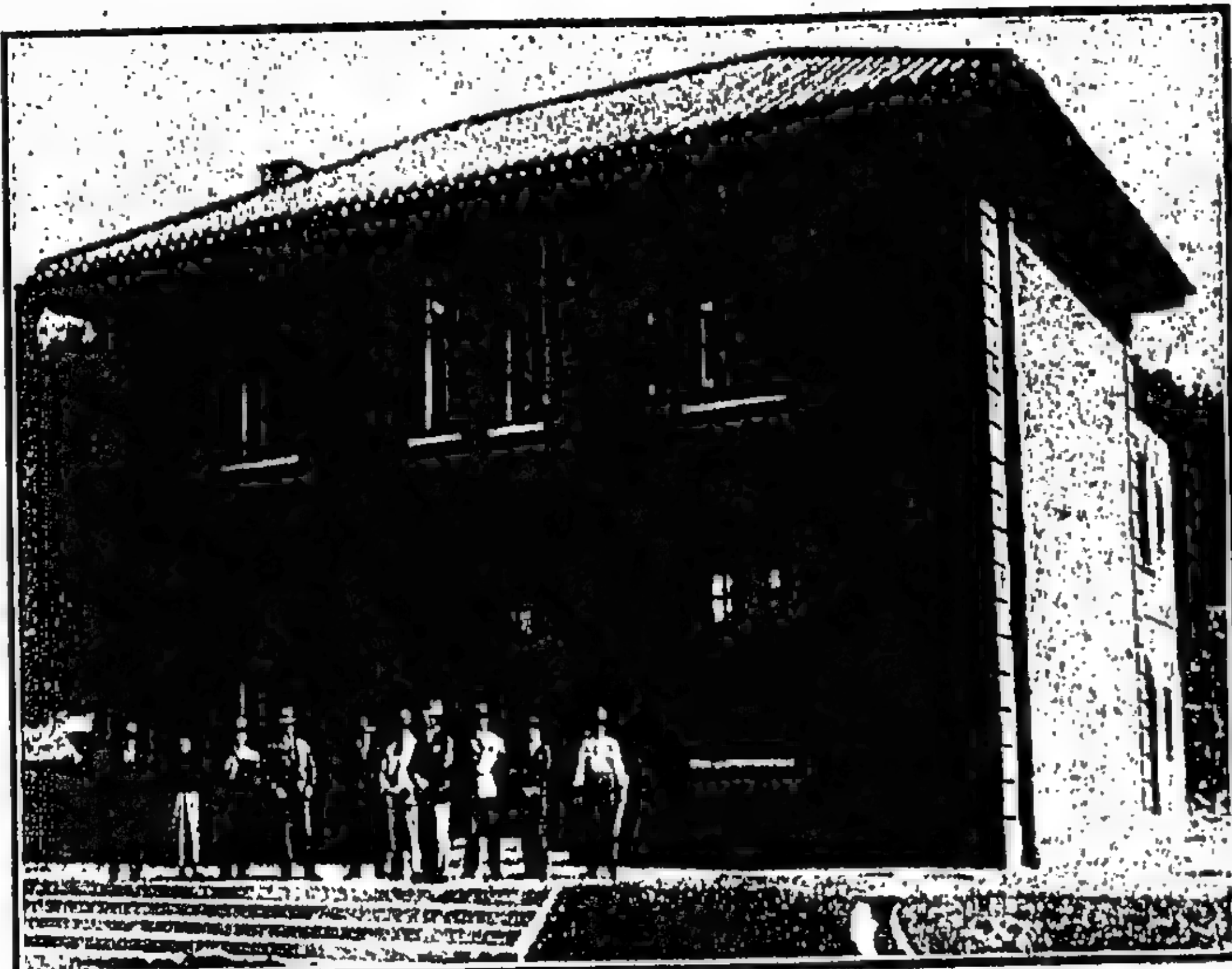
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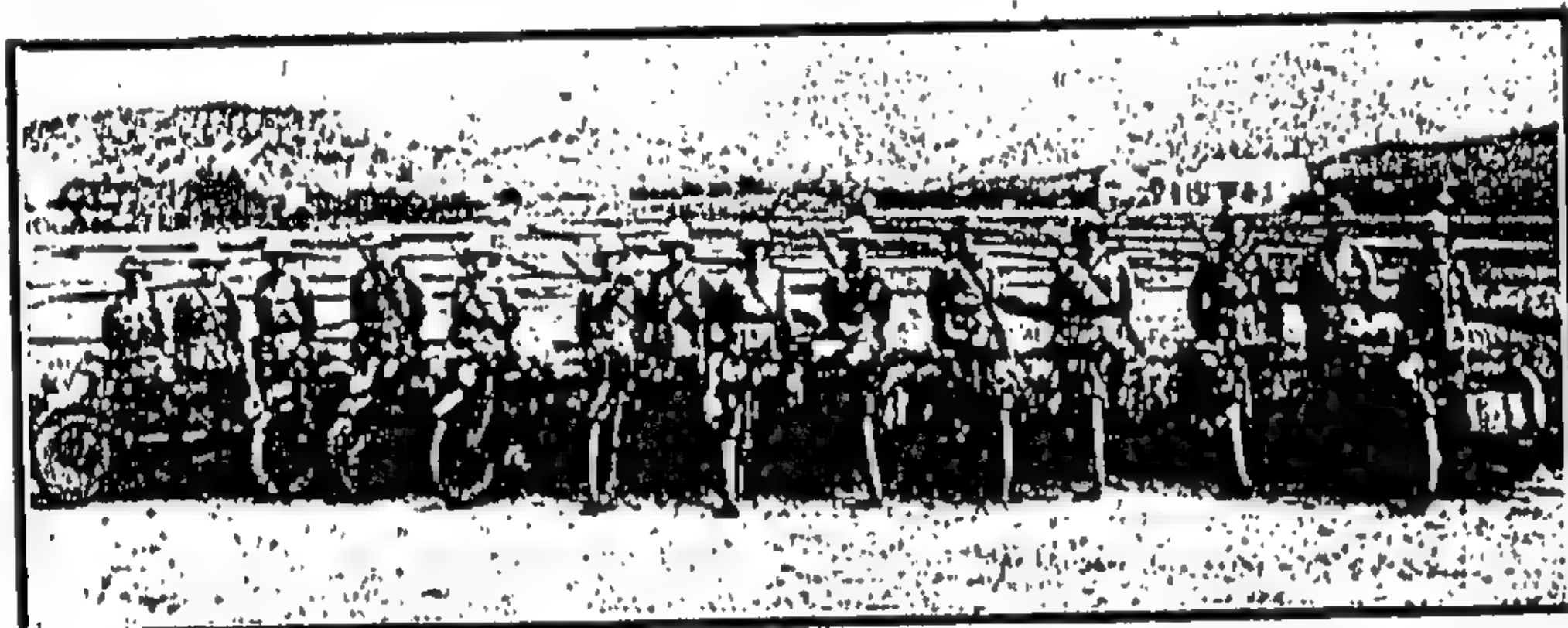
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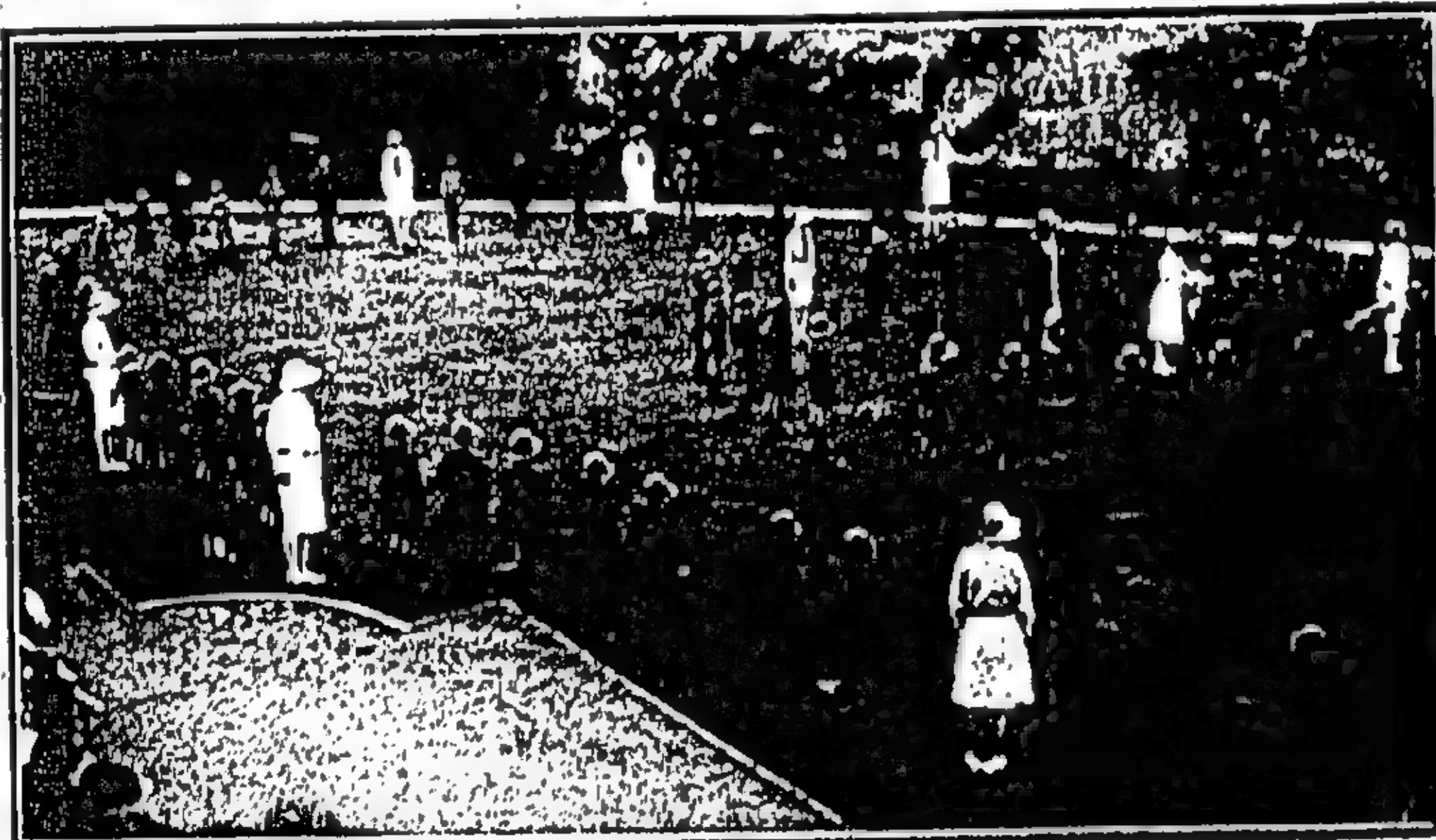
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The above photograph shows the new Government School which has just been opened at Cheung Chau. Those in the group in front of the building are (from left to right): Mr. Chung Yuke, Mr. Ng Man-chiu, Mr. Ng Sze-mei, Mr. E. W. Carpenter, Mr. A. W. Hodges, Mr. H. C. Lowick, the Hon. Mr. A. E. Wood (Director of Education), Mr. Hon Kau-sung (Headmaster) and Mr. Lee King. (Photo: Ming Yuen).



The motor cycle section of the Armoured Car Company, Volunteer Corps, in camp at Fanling last week-end. (Photo: Ming Yuen).



The competition for the "Totem" in progress at the Brownie gathering at Government House on Friday last. The 2nd. Kowloon Pack (Diocesan Girls' School) were the winners. (Photo: Ming Yuen).



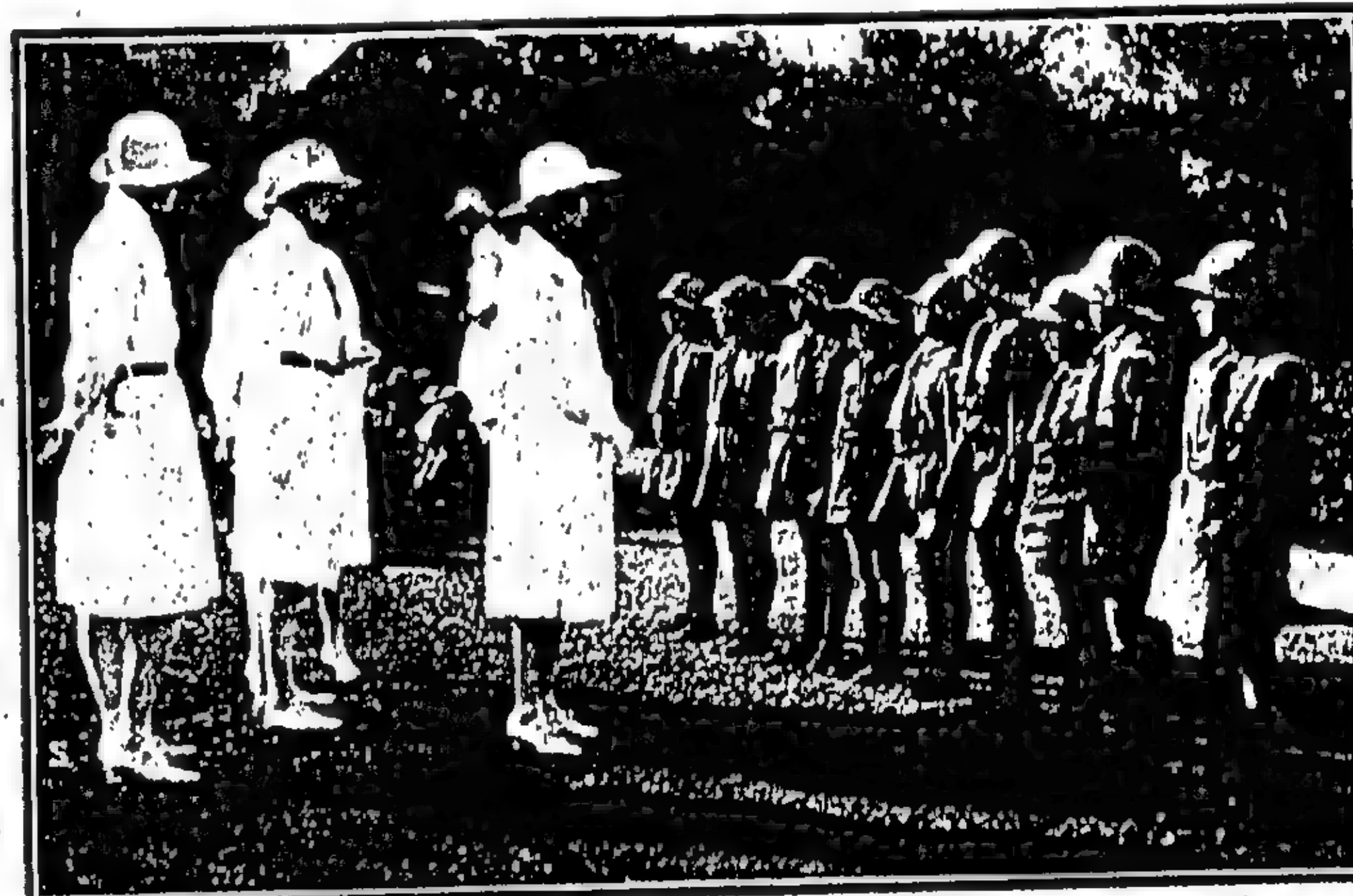
Group photograph taken in the grounds of St. John's Lodge, after the wedding of Mr. D. H. Blake and Miss Elizabeth Gwen Williams, which took place at St. John's Cathedral on Tuesday afternoon. (Photo: Ming Yuen).



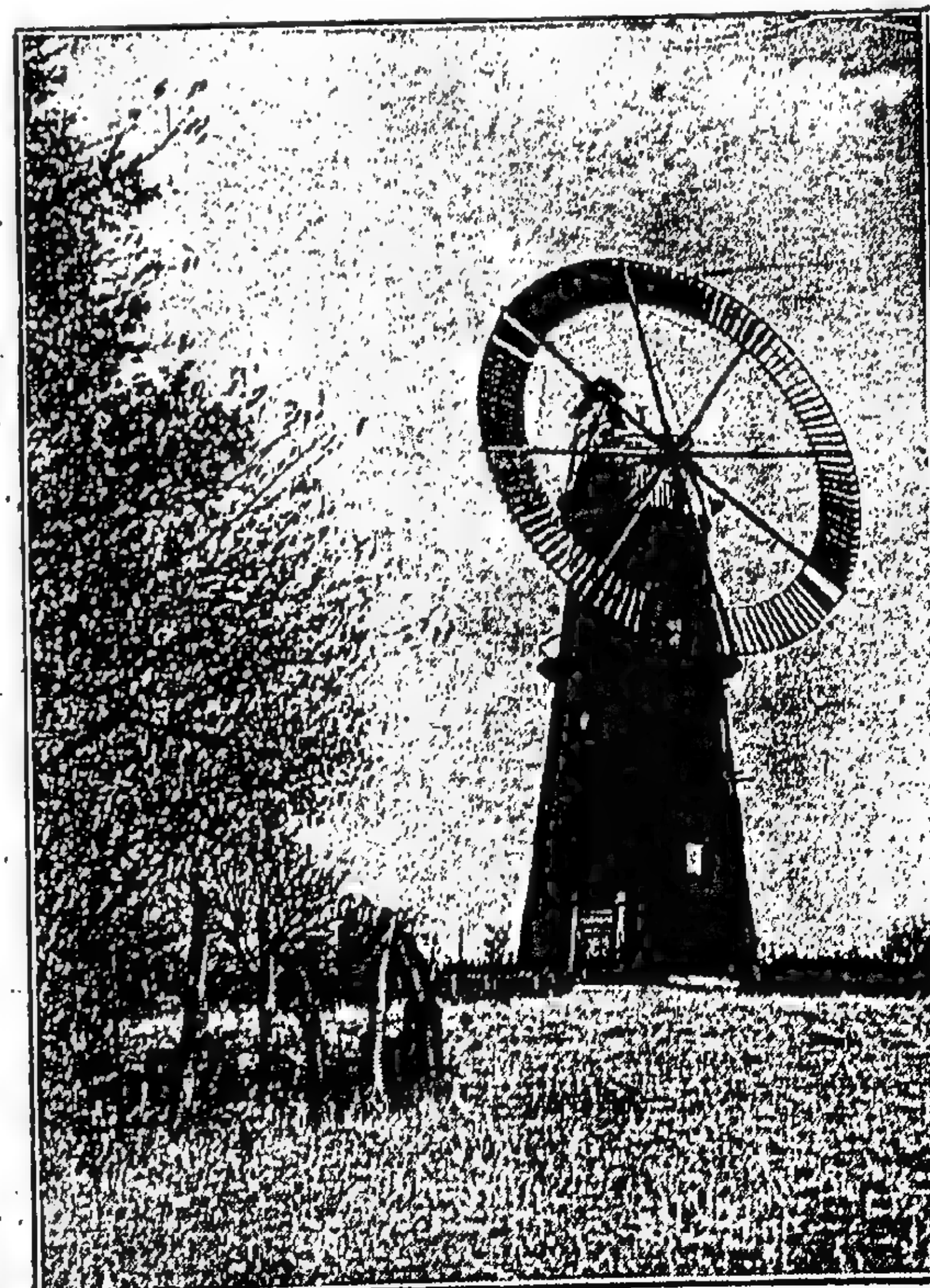
A field of four going out to compete in one of the steeplechases which took place at Kwant, near Fanling, on Saturday last.



Machine gunners of the Volunteer Corps, taking advantage of natural cover when on exercises during the week-end camp at Fanling. (Photo: Ming Yuen).



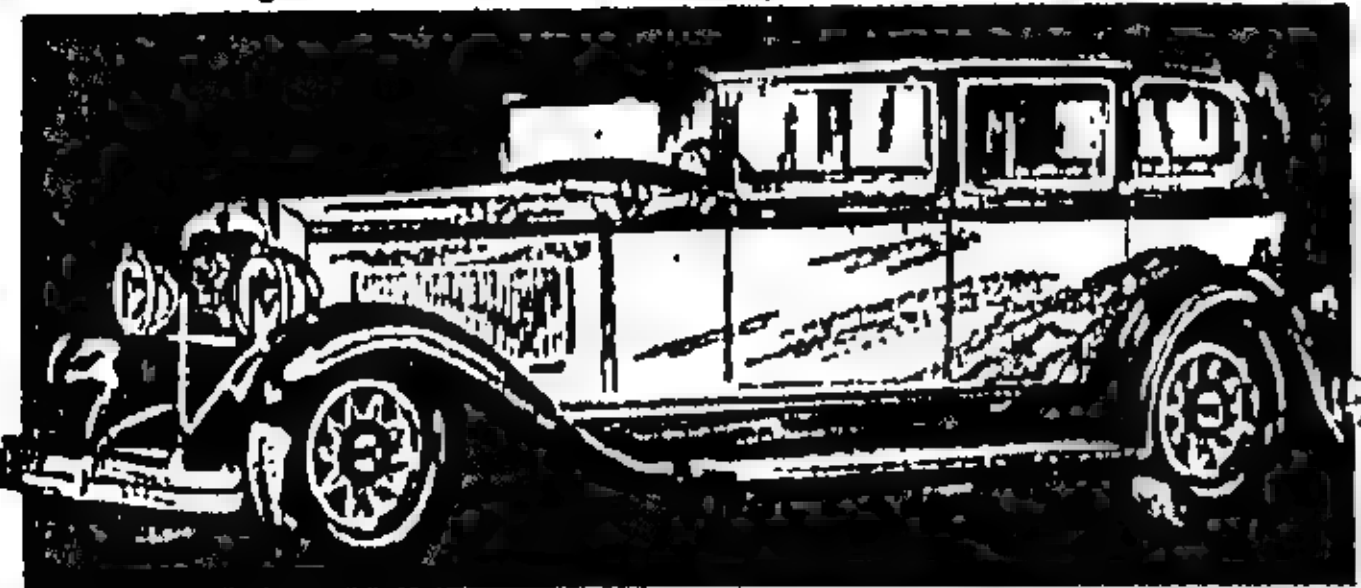
The annual Brownie competition was held at Government House on Friday last, the above picture showing Mrs. Southern inspecting one of the packs. (Photo: Ming Yuen).



This windmill, with its vanes arranged in the form of a wheel instead of on four massive arms, is at Haverhill, Suffolk. It has eight floors, and is to be sold. It is said that there is no other like it in England. Its tower is about 77ft. high. (Times copyright).



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FILM GAS EVILS.

The Bureau of Mines, U. S. Department of Commerce, is preparing a two-reel movie illustrating the

dangers of carbon-monoxide gas as generated by an automobile engine and liberated through the exhaust. The intent is to teach a "much needed object-lesson" regarding the dangers of this gas.

HINTS FOR THE MOTORIST

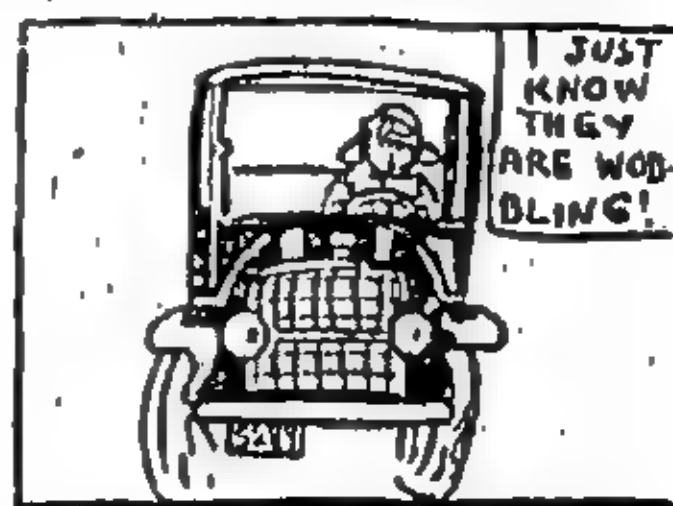
ALBERT L. CLOUGH

BEWARE OF HOT BRAKES.

If applied violently for long periods, brake drums and linings become excessively overheated, from the frictional heat they develop and it is a fact, substantiated both through experience and laboratory tests, that very hot brakes may and usually do lose a large part of their holding power. A recent research indicates that the effectiveness of a brake may be reduced to one-half its normal, under certain conditions of overheating and may remain at a low value until a large proportion of the impregnating compounds in the lining have been vaporized and driven off. These experiments also show that the coefficient of friction (and hence braking power) are greatly reduced by temperature rise in the case of all specimens of linings investigated, but that linings of hard, dense texture were less affected than were those of more open structure. The practical application of all this is that when brakes have become very hot they cannot be depended upon to produce anywhere near their usual stopping effect. The condition under which this fact possesses the greatest significance is in driving over mountainous country, where the descent of very long and steep grades call for heavy and long continued brake applications. Involving the development of high temperatures in the brakes. The motorist who drives over such country should realize that if he depends too largely upon his brakes for controlling car speed down grade, he may heat them so greatly, after a while, they may prove inadequate to keep his car under control on some sudden slow-down "pitch," where a sudden stop may be required. It is largely on account of the loss of braking effect from overheating that the use of the lower gears in descending long, steep grades is so generally advised. This advice is well worth heeding. The division of brake-developed heat among

four instead of two brake-drums, in the case of four-wheel brake equipment and the adoption of the transmission brake, which relieves the rear wheel drums of the possibility of receiving the heat from two brakes, as well as the use of ribbed brake drums, possessing increased air cooling qualities, all tend to reduce the danger from overheating.

Wobbly Front Wheels.



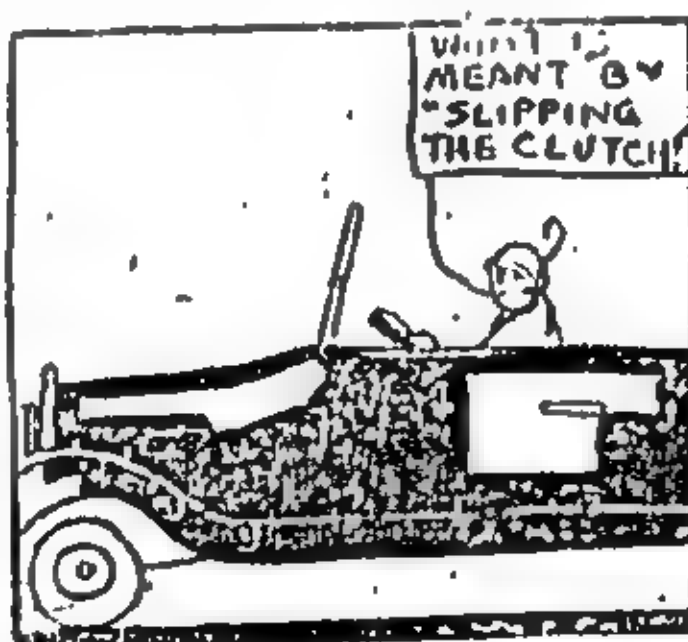
Question:—Lately my 1925 car has started to shimmy and I notice there is quite a bit of play in the front wheels. Please tell me the cause of and remedy for this.

Answer:—Lost motion between the steering wheel and the front road wheels is presumably the result of wear and can be partly corrected by adjustment, but replacement of some steering linkage parts may be necessary. You better refer to your manual for instructions as to taking up lost motion in the thrust bearings and worm of the steering gear, as space will not permit us giving them here. Looseness in the end connections of the drag-link is also removable by adjustment. If the steering-knuckle bolts or their bushings are worn, they will have to be replaced and the same is also true of the yoke-ends and their pins at the ends of the tie-rod. The roller bearings, in the wheels should not be loose and the two front wheels should be adjusted practically parallel. Too low inflation of front tyres aggravates the tendency to shimmy.

Slipping the Clutch.

Question:—What is meant by "slipping the clutch?"

Answer:—Slipping of the clutch occurs when the clutch pedal is pushed lightly enough so that the two parts of the clutch do not hold together firmly, but not hard enough to entirely separate them. The two clutch members then slip one on the other and the car moves at a lower speed than that which engine speed would otherwise move it. This rubbing together of the two parts of the clutch tends to wear them out rapidly and to waste power, which is converted into heat in the clutch.



FIAT VICTORY IN ITALY.

Hill Climb in Good Time.

The Trieste-Villa Opicina Hill Climb, organized each year by the Automobile Club of Trieste, constituted this year a sporting event of the utmost interest, both by reason of the large number of noted drivers who took part in it and the unusually large concourse of spectators. A loud speaker was installed to keep the public informed of the different phases of the contest, and altogether the organization and general arrangements were above criticism.

The cars entered were: 1 Talbot, 8 Lancias, 3 Alfa-Romeos, 2 O. M., 1 Ceirano, 1 Ford, 1 Chrysler, 3 Bugattis, and 2,509 Fiats.

The race promised to be very interesting, not only on account of the fame of many of the competing drivers, but also because some of the cars, such as the 509 Fiat, were matched against cars of much larger cylinder capacity, one was even fitted with a supercharger. The race could not therefore fail to have some intensely interesting moments.

Amidst the general admiration, the little 509 Fiat driven by Luigi Agliardi won first place in Class B (Racers), covering the distance of just over six miles in 8 min. 2 sec.

THE DRIVER PASSENGER.

How He May Prove to be Dangerous.

Pity the poor motorist who sits beside another driver while going through the traffic of a large city. Have you, Mr. Motorist, ever felt yourself pushing your feet through the floorboards of a friend's car when you feel that he can't stop in time to avoid a smash?

I know, for I have made the floor groan as I automatically applied brake pedal (which was not there) and thrown in the clutch pedal (also missing), as I sat a helpless passenger in a friend's car. Once a motorist has attained proficiency in driving, and has ceased to be unfamiliar with the controls, it is certain that he will invariably be ill at ease in any other car not driven by himself. This, I think, is an accepted fact among motorists of experience. Indeed, the most experienced are often the most frightened.

In the case of the driver temporarily turned passenger, the working of the brain becomes too active to allow him peace of mind usually enjoyed by the non-driving passenger. Each driving difficulty to be overcome, each situation involving act of acceleration or braking, causes his subconscious mind to formulate solutions and ideas, just as though he were actually in control of the car. He cannot admire the scenery or take a dispassionate enjoyment in the trip. It is impossible for him to ignore the problems constantly arising.

Not Lack of Confidence.

What motorist, when being driven by another driver, has not experienced the sensation of pressing down the foot upon an imaginary brake pedal when it is necessary to stop? It isn't merely a matter of lack of confidence in the driver, it may be habit, our subconscious mind—or what is it?

As you approach a cross-road you suddenly spot another car dashing towards you from the side street down goes your foot on the imaginary pedal, but the car sails on and you feel very foolish or gawk at the bravery of your friend at the wheel.

You can't help it. But you remember that you have been polite and let the other man go through first at the intersection instead of speeding up and stealing the right-of-way.

But whatever you think, there is nothing that can be done about it. At one intersection after another your friend escapes accidents by a hair's breadth. Disaster pursues you to the end and you step from the car with a sign of pleasure that the ride is ended.

It's always the same, and it isn't pleasant, but you wouldn't trade the pleasure of driving for even the most peaceful state of mind.

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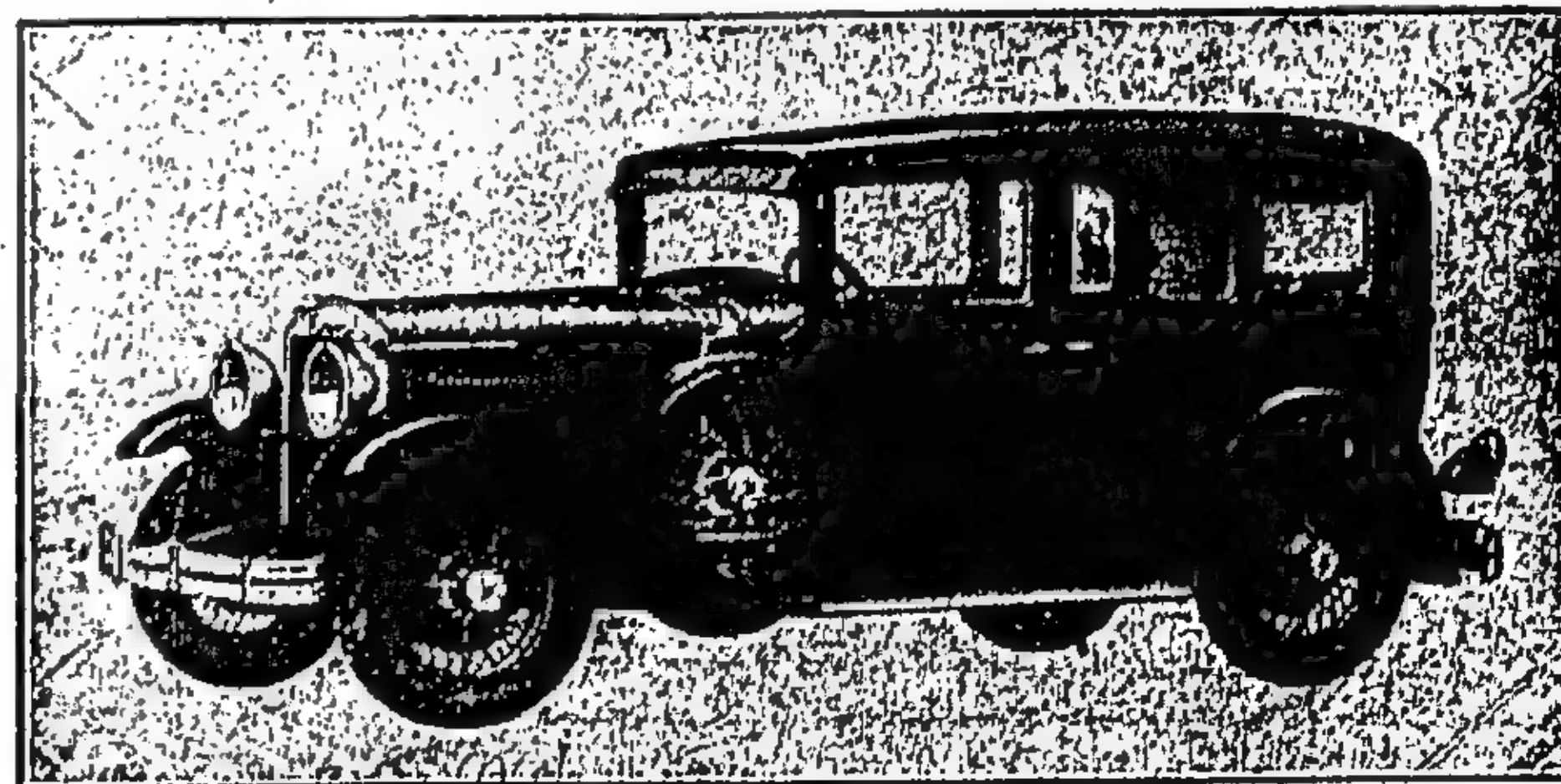
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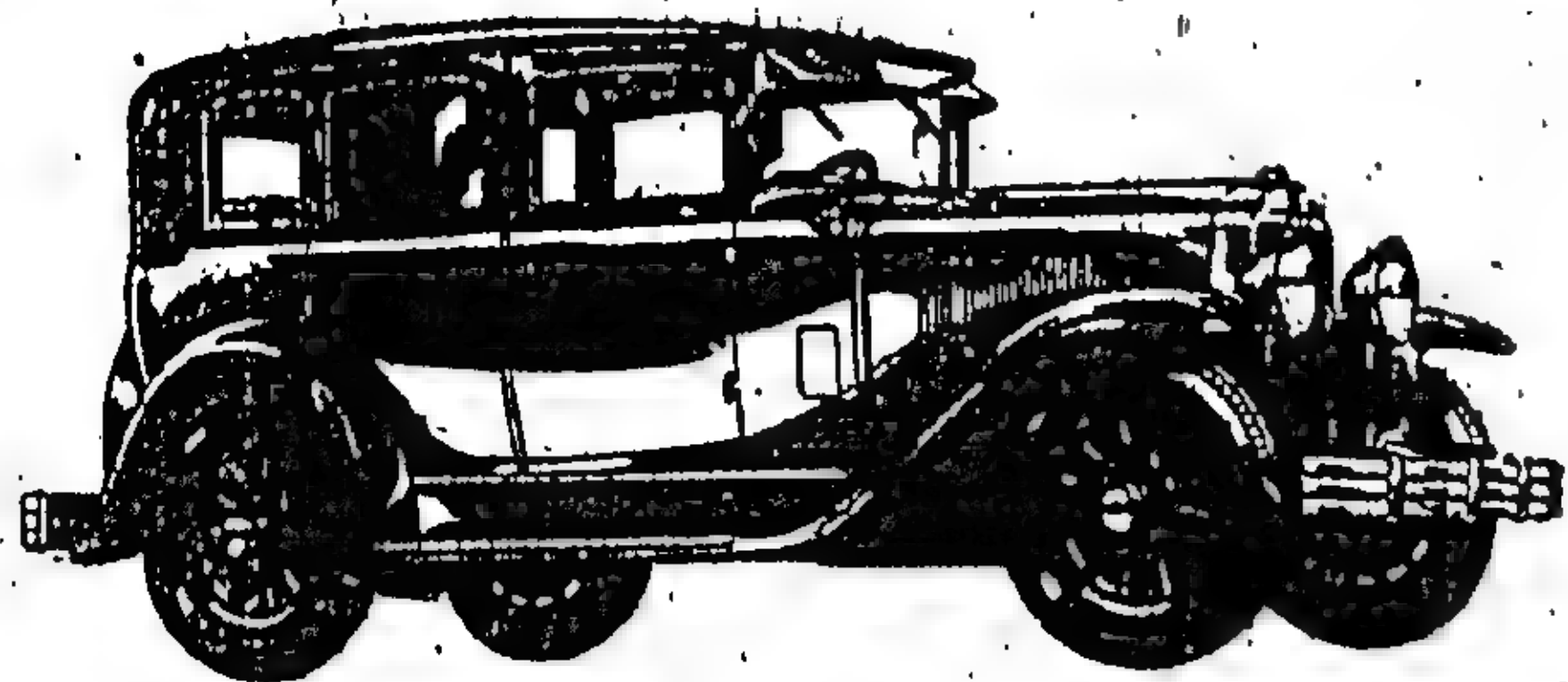
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\$1,500,000 has been expended in manufacturing the dies alone for the new Buick bodies; and the gracefully curving side panels which form one of their distinguishing characteristics represent the most expensive steel paneling work employed on any automobile in the world!

But it is not in the matchless grace and beauty of exterior design alone that the Silver Anniversary Buick eclipses other cars. The velvet upholstery in the closed models—the

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ROADS AND SPEED. Relation of Width to Safety.

TRAFFIC NEEDS.
Nothing that comes within the science of road construction, from the nature of the soil to the shape of the hedges, has been overlooked by Mr. Reginald Ryves in the comprehensive survey of the subject he makes in "The King's Highway: the Nature, Purpose, and Development of Roads and Road Systems" (St. Bride's Press). To Mr. Ryves, as a professional engineer, the words of the prophet, that "every valley shall be exalted and the crooked shall be made straight" have more than a mystical significance, but he has sympathy with the "conservative-aesthete" who fears improvement of highways and byways.

Mr. Ryves assures those who are nervous of modern developments that "the dedication of additional width to a road does not necessarily imply a wider and dustier carriage-way; that the improvement of hedges by no means involves a general lowering, but implies raising a great many of them; that the best roadmaker does not favour the indiscriminate cutting off of corners... that he refuses fully to provide for the demand of owners of swift and heavy motor-cars; and that he contemplates increasing the number of shade and other trees and shrubs along a great many roads."

Practical Advice.
A valuable chapter gives practical advice to the highway engineer on the questions of width and safety. Mr. Ryves writes: "When wide roads are demanded in the interests of through traffic, it is often forgotten that, however convenient wide roads may seem to be, it is not through traffic for which they are a necessity. Wide roads are mostly needed where there is a considerable amount of through traffic added to local traffic. It is where traffic of many kinds and many speeds—builders' barrows, bakers' carts, governors' cars, groups of boys on bicycles in the evening, groups with perambulators plus loose children—are encountered that a greater width of road than that which suffices elsewhere may be required. This kind of mixed traffic is not only encountered in villages, where the speed of through traffic should be very low—say two miles an hour—but is also met with on stretches of road several miles in length, between villages and small towns, where it would be unreasonable to fix so low a maximum speed, and where some extra width is often convenient."

Specialization Condemned.
Mr. Ryves regards "standard widths" as unreasonable as standard speeds. "To give English main roads a standard width, or uniform width," he writes, "would be to give way to one of the most insidious diseases to which highways are subject—that is, specialization. The varying circumstances of road demand varying widths, and main

TYRE FABRICS. Ultimate Mileage of Tyres.

GOODYEAR METHODS.
"Built on a solid foundation," is age-old advice and applies to tyres as well as to buildings, for, although tyres are popularly described as rubber tyres, cotton plays a big part in their construction. In fact cotton made into fabric and impregnated with rubber is the foundation of a tyre.

One of the first manufacturers to recognize that the cord frame-work or foundation has more to do with the ultimate mileage of a tyre than anything else, was the Goodyear Company. Years ago they set to work to determine exactly which species of cotton should be used and how it should be constructed and built into the tyre.

After the various kinds of fabric were made, they were built into Goodyear tyres and road tests were conducted. It was during these tests that engineers found that the main cause of unsatisfactory mileage or premature failure was "fabric fatigue." Ordinary cord seemed always to lose its life after the tyre had run but a few thousand miles.

This was caused by the lack of stretch, flexibility and durability of the individual cords which made up the body of the tyre. The trend stood up, it was discovered, but the cords did not conform to the natural rolling action of the tyre and every time the tyre struck an obstacle in the road, each cord would stubbornly resist the blow. The result was a quick failure of fabric in the body of the tyre.

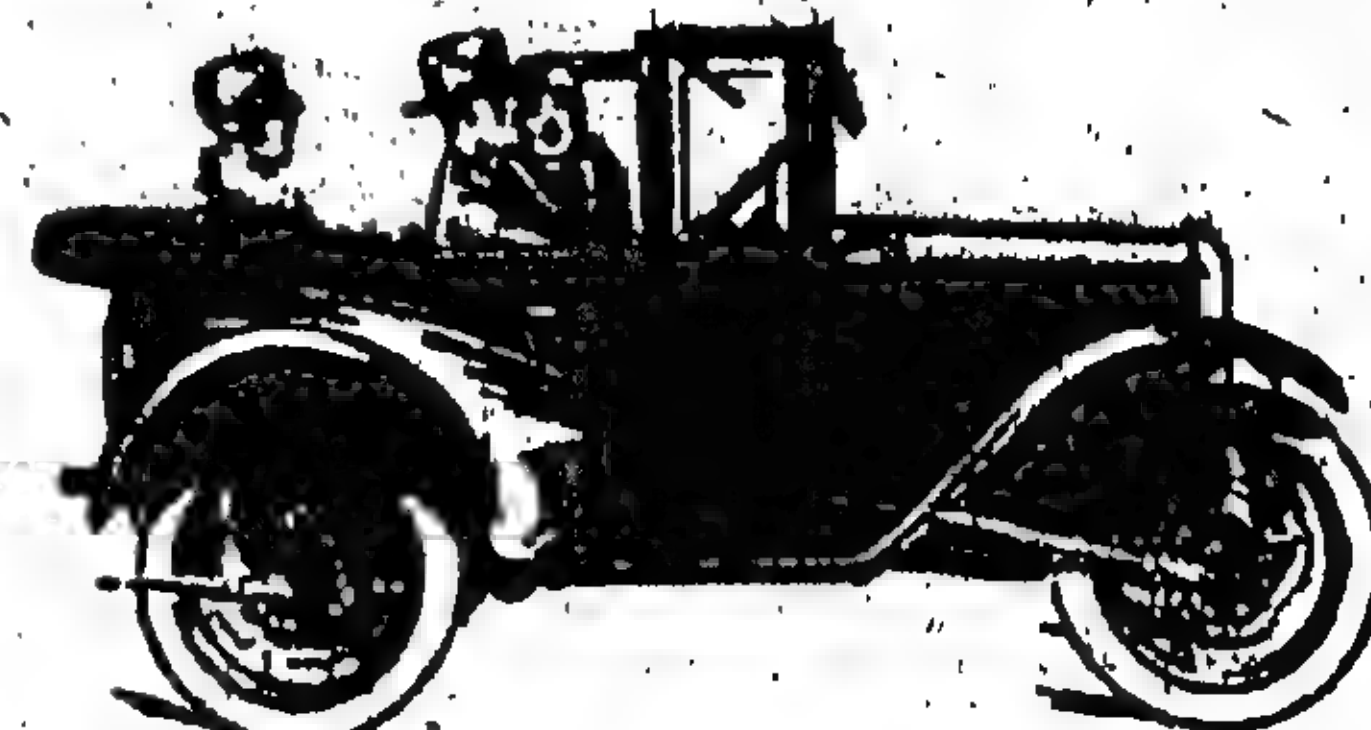
In order to correct this condition, the engineers worked out a framework that was usually durable and flexible. Each cord was spun of fibre cotton and woven in such a manner that it would stretch and recover time and again before losing its flexibility.

This highly elastic tyre cord material overcomes "fabric fatigue" and has made Goodyear tyres give the long mileage that they do.

roads made of a standard width throughout are apt to become grass-grown in places, or even to be narrowed by the road authority. Standard width is a particularly unhappy idea in hilly districts, where it involves heavy cuttings. With the encouragement of speed, while, on the other hand, an easy tumble into thorns or a jolting on to a rough ground is not so seductive a form of life assurance as to tempt the drivers of vehicles to indulge in high speeds. Sometimes the engineer, after seeking in vain for width, and being obliged to content himself with a narrow road with rather dangerous fences, compasses the same end by other means. For instance, he constructs the road crust of very hard materials, such as do not wear to a slimy mud, and he makes it very compact, strong and true to camber. He instructs the roadmen to keep this piece of road well swept and to scatter grit if needful.

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NEW KOWLOON SHOWROOM.

BIG ORDERS.

Thornycrofts Overseas.

6-WHEELERS POPULAR.

Orders to a total value of many thousands of pounds have recently been received by John I. Thornycroft & Co., Ltd., for their various types of rigid six wheeled vehicles for shipment to South Africa, South America, India, &c.

Many of these are for augmenting the already very large fleet of similar vehicles owned by the South African Government Railways, who are operating over 4,000 miles of regular motor services.

A fleet of 66 are for the Government of India, following a series of

trials of vehicles for Army transport.

The orders from South America are a sequel to some remarkable journeys recently performed by Thornycroft six-wheeled vehicles through undeveloped parts of Brazil and the Argentine.

The rigid six-wheel motor vehicle is essentially a British production, and no firm has done more than John I. Thornycroft & Co., Ltd., to develop this for overseas transport where its capabilities of traversing open country are enabling outlying districts to be developed commercially which previously have been handicapped by entire lack of transport of dependent upon animal transport alone.

A large number of Thornycroft vehicles have also been sold in China.

THE PLEASURE CAR.



RESALE VALUE OF THE CHRYSLER.

Popularity of the Car.

One of the explanations assigned by Chrysler officials for the demand which their cars have met ever since their first appearance is their high resale value in the used car market.

That this resale is a general characteristic of automobile conditions is attested by market quotations in all parts of America, the officials declare.

"Motor cars long ago passed out of the luxury class," said J. W. Frazer, Chrysler sales manager while discussing this matter recently. "To-day the stable citizen looks upon his automobile as being just as much a necessary investment as his home. He may change his car from time to time. In fact, it is the usual custom to turn it in or trade it after a certain amount of usage, but always there is at least one automobile in the family garage of American families nowadays, and the practice of owning a second car is rapidly gaining ground."

"Naturally in planning the purchase of such a considerable item in his assets an owner keeps in view all the essential elements of sound investing, among which none is more important than marketability."

"The Chrysler resale value is due largely to the knowledge now generally possessed by the public that an unusual amount of performance and durability is built into every Chrysler car, with the result that after the average period of use there still remains in it a reserve of mileage, comfort and low cost of operation that makes a used Chrysler the equal of many other automobiles still fresh from the factory and classed as new."

A LUCKY PUNCTURE Caused by Diamond.

Like other motorists, R. M. Smith, of Delhi, N.Y., cursed because of a delay caused by a flat tyre, but was agreeably surprised to find a small diamond the cause of his trouble. Evidently lost from a ring, it is appraised at about \$40.

CAR CLEANING HUNCH.

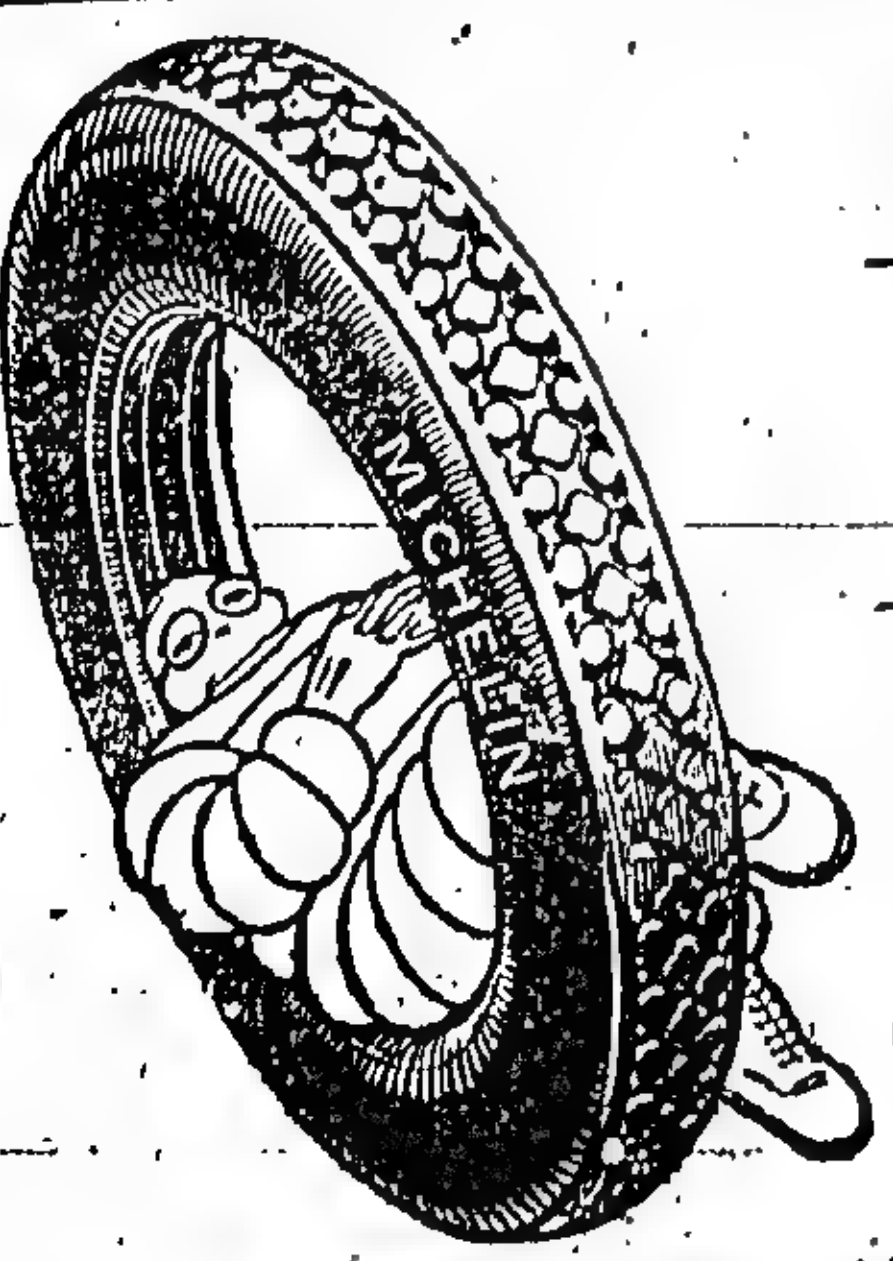
Fresh tar spattered on your car can be removed by spreading butter over each tar spot and leaving it stand over night. The tar comes off easily the following morning.

THE BEST

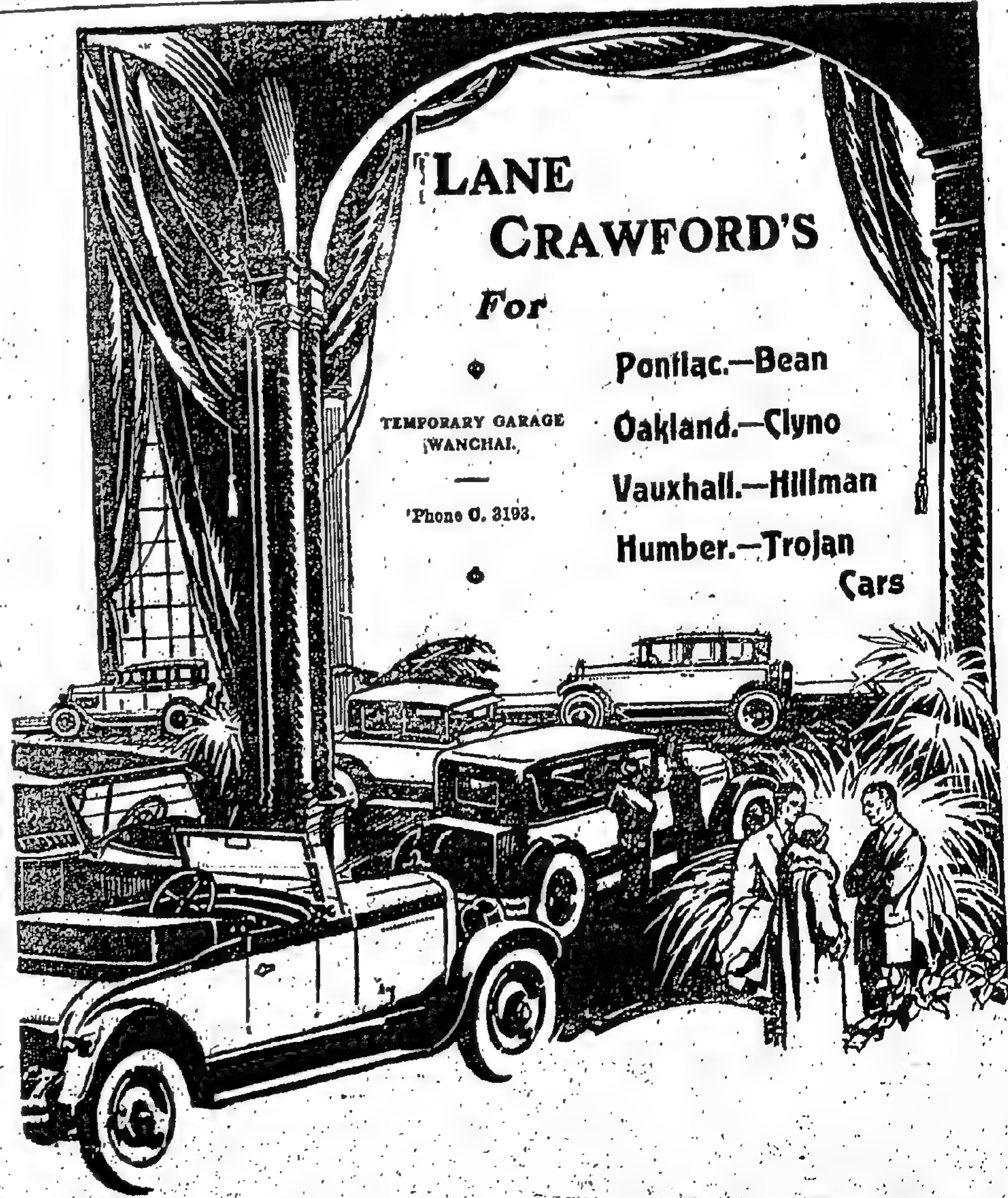
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AND BE
CONVINCED



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MOTORING IN ARABIA.

A Desert Journey from Mecca to Medina.

[By Leopold Welss.]

Summer in Mecca is slowly drawing to a close. The terrible heat of the past few months is gradually turning to a lingering warmth that makes the shut-in city oppressive enough, although the air is at last breathable. During the pilgrimage the heat was so intense that it almost dissolved the countless thousands of visitors in their own perspiration. But now that they have gone away one can breathe freely again and walk peacefully through the quiet streets. Meanwhile Ibn Saud is preparing to go home to Nejd.

The extent of his kingdom, and the lack of proper telegraphic

communications, make it necessary for him to maintain two capitals. During the six months that pilgrims from all over the world pour into Mecca that city automatically becomes the centre of the Arabian Kingdom. It is also the permanent seat of administration, on account of its proximity to the coast. Ibn Saud spends the other six months of the year in his native city of Riyadh. Automobiles have made the move between his two residences easier than ever before, and a squadron of thirty or forty machines, including touring cars for himself and his court, as well as trucks

for his bodyguard, enables the King to journey from one city to the other in a few days. There are no roads at all in Arabia, but, luckily for the royal chauffeurs, their automobiles are somehow able to get through the desert country.

"I have already asked you to visit Nejd," Ibn Saud said to me one day, "but it is far away. Won't you come with me in my automobile to Riyadh?"

"May Allah lengthen your days, O King," I replied. "Why should I need an automobile? Why should I climb into a machine here in Mecca and arrive at Riyadh only five or six days later without having seen any more of Nejd than deserts, mountains, and sand dunes, and perhaps a few faint human figures on the horizon? If it is agreeable to you, I would rather have a camel—may Allah lengthen your days—than all forty of your automobiles."

Ibn Saud laughed, and replied: "Are you so eager, then, to see my Bedouins? Let me assure you in advance that they are a dirty people, and that my country of Nejd

is a desert country devoid of charm. The food is bad—just rice and meat every day. But if you really want to ride on a camel, so be it; and perhaps you will not regret the experience once you make the acquaintance of my people. They know nothing, and they don't amount to much, but their hearts are full of good faith."

The following journey was therefore planned for me. I was to travel by automobile to Medina by way of Jidda, and I was to remain at Medina some two weeks. The Emir or Governor was then to furnish me with camels and guides, who would bring me to Hail. The Emir of Hail would then arrange for the continuance of my journey for the rest of the way to Riyadh.

Thus it came to pass that after the King had departed for Riyadh we found ourselves setting forth on our journey by automobile.

In two days' time we traversed the stretch of country that had taken us five months of painful plodding to negotiate on camels when we had entered the city. All around us lay the sunlit desert, with distant mountain peaks to our left and right. From time to time pebbles would rattle against the mudguards of our machine, and occasionally our wheels would sink into the soft sand. The desert flow past us under a heaven of steely blue, and the stillness was only broken by the wind whistling in our ears.

To the eastward we see the ruins of old watchtowers on the tops of hills. They date back to bygone centuries when brigands ruled the Hedjaz and even the messengers of the Emir of Mecca had to guard their lives with weapons and pistols. But under the iron hand of Ibn Saud all these robbers have been transformed into peaceful peasants, and the old watchtowers, now nothing but ruined anachronisms, smile down upon the peaceful plain. Then we pass a caravan of camels, with tired pilgrims who regard us curiously from the back of their lazy animals, especially since the noise we make always scares those beasts of burden.

At sunset we come upon a rocky hill and enter a rocky valley full of holes. This is a pass that the robbers once used as a toll station, for it is so narrow that two men could hold up thousands of travellers. Nowadays such a state of affairs seems legendary, and as we are making our way through the narrow pass we notice a piece of bright silk cloth from Java lying upon the roadside, half-discoloured by the winter rains. One of the numerous Javan pilgrims must have dropped it in this spot last year, and no one has yet dared to pick it up, since according to the laws of Ibn Saud anyone who keeps what he finds is guilty of robbery and therefore must leave his right hand.

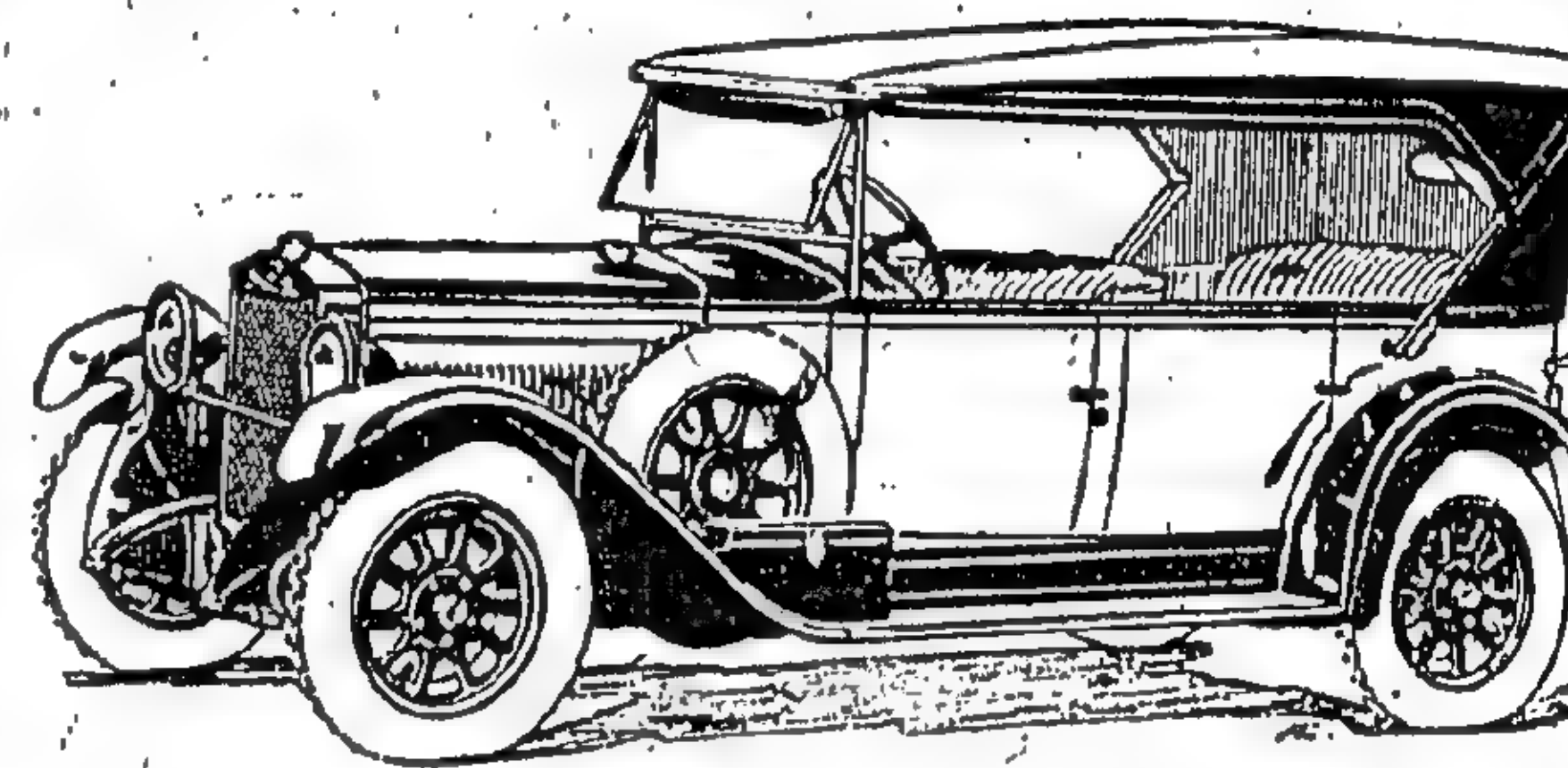
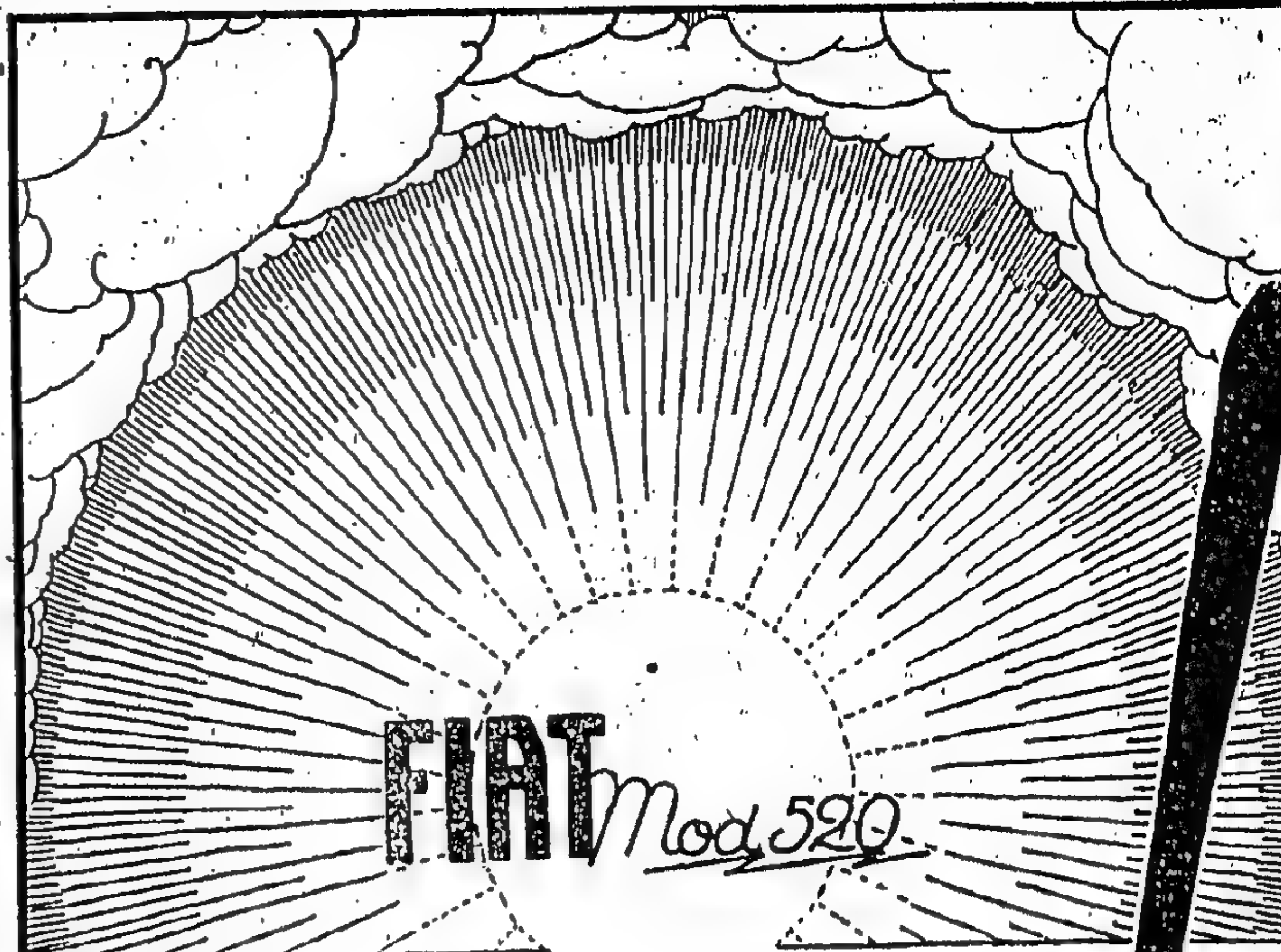
We spend our second night at Bir Ali, and at sunrise set forth on the last leg of our journey, following the stony bed of a broad dried-up stream, where thorny bushes and wild acacias grow.

On our right the landscape widens out, and during the last stretch our engine begins to boil. We come upon an ancient road that goes over one of the mountains. Centuries ago men hewed steps in the rock so that the pilgrim caravans could climb more easily. But to-day this carefully built street has fallen to pieces, luckily for the automobiles. Rain, wind, and the passing years have worn the steps so smooth that it is now possible for an automobile to pass over them. When we finally reach the crest of the hill we see Medina in the plain before us. It is a big city full of plantations and palm gardens, forming a complete contrast to the dry, wasted appearance of Mecca. A high cupola juts out of the mass of houses, roofs. It is the mosque where the Prophet is buried. Five lofty minarets in the Turkish style, with conelike roofs, watch over it. They rise slender and proud into the soft air.

A SUPER-SEVEN.
Triumph Further Improved.

While the price of the Triumph Super Seven Popular Tourer remains unchanged for 1929 the equipment has been improved by the inclusion of a hand operated windscreen wiper, and accommodation provided for the side curtains at the back of the year squab. Footwells have been let into the rear compartment.

Despite the obvious improvements the price of the Triumph Tourer de Luxe has been reduced. In addition to footwells in the rear compartment, the body has been lengthened to give more leg room for the rear passengers. Appearance has been further enhanced by rounding the body panel on the top edge and by fitting wire wheels. The instruments are grouped in an oval panel over which is a shaded lamp wired in circuit with the rear light. Pneumatic upholstery, a five-lamp lighting set, cellulose finish in dual colours completes a very smart ensemble.



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THE CAR OF THE FUTURE.

Interesting Discussion in Canada.

What is likely to be the automobile of the future, at least in a number of particulars, was recently discussed at Quebec, Canada, at the summer meeting of the Society of Automotive Engineers. The various speakers talked about details of development which promised motor car improvement along several lines.

One of the addresses that attracted widespread interest was

that of D. Sensaud de Levaud, a French engineer, who described his invention of a new transmission that eliminates gear-shifting and automatically changes speed. He said that the operation of automobiles on the streets of Paris with the new transmission had convinced him of its practicability. Because, with ordinary gearshift cars, the driver never operates continuously at the most efficient relation between speed of engine and wheels, M. de Levaud claimed that the automatic transmission will increase the average speed possible and effect a fuel saving of more than 20 per cent. in general and some 40 per cent. in the dense traffic areas of cities. A long transmission shaft is driven

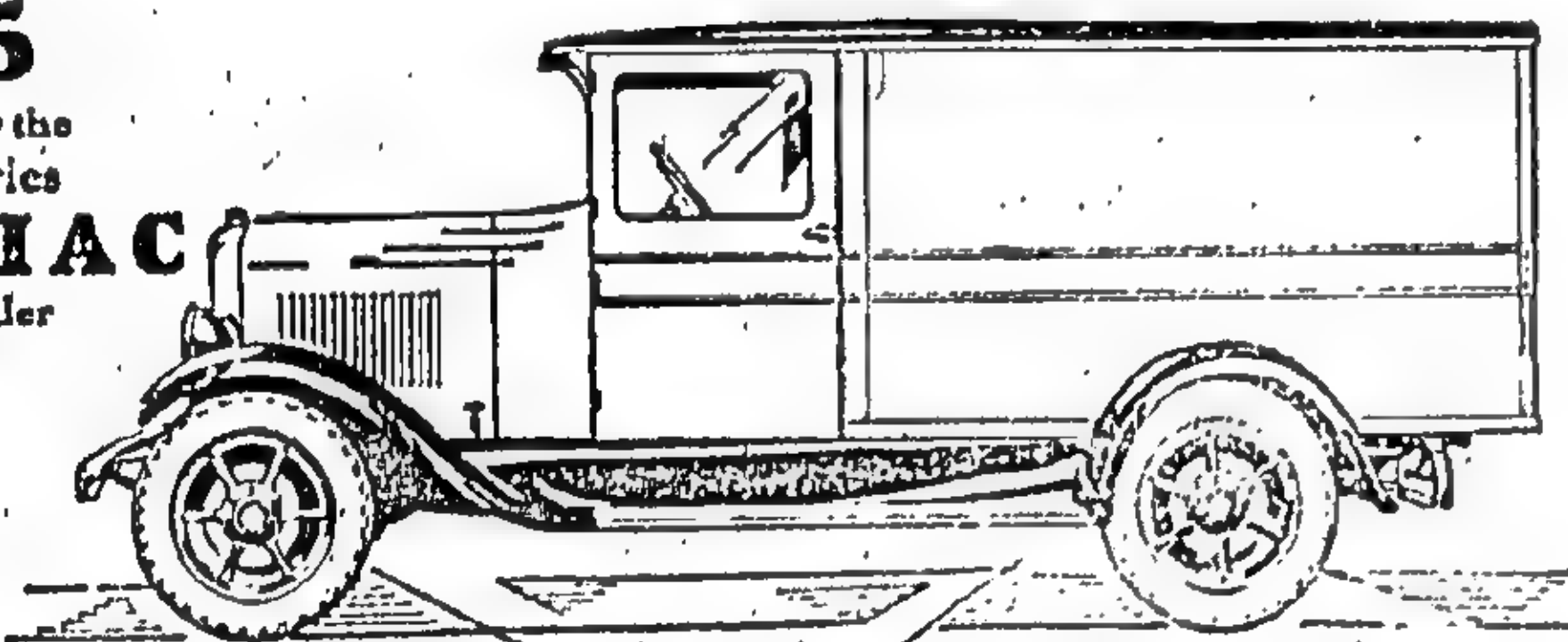
directly from the engine, and rotates an inclined "inertia hub," which changes the rotation of the shaft into reciprocating motion.

Connecting the inertia hub with the drive of the rear axle rods which, by acting on roller racks, translate the back-and-forth thrusts into rotary motion applied by the axles to the wheels. The trick of the transmission consists in the variation of the inertia hub with the engine torque and road resistance which automatically varies the throw of the connecting rods, consequently the rotation of the wheels and the speed of the car. This automatic transmission is combined with a gearless differential and a planetary reverse-gear located on the rear axle.

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of 2000 pounds payload capacity

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With Panel Body - \$770
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BUICK
Six Cylinder Engine
Chassis Prices
One Ton - \$1095
One and one-half ton - \$1195
Two Ton - \$1195
(one-half ton chassis)
Two Ton - \$1205
(solid shaft, worm gear drive)

Powered by the
BIG BRUTE
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Engine
2½ ton to 3½ ton capacity
prices ranging from
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MORRIS COWLEY	Touring Car 1925 Model, 5-seater 11.9 h.p. Owner Driven, Mileage 10,127.....H.K. \$800.00
MORRIS COWLEY	Touring Car 1924 Model, 5-seater 11.9 h.p. Owner Driven, Mileage 15,000.....H.K. \$600.00
STUDEBAKER LIGHT 6	Touring Car 1922 Model, 5-seater 25 h.p. Owner Driven, Mileage 23,000.....H.K. \$500.00

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Brake Horse-Power 43 at 3,000 Revolutions.
Piston Displacement 169.57 Cubic Inch. Wheel-Base 102 inches.
Speed 62 M.P.H.

Model.	Net Weight	F.O.B. Price	Extra	Packing & Delivery	Hongkong Price
Tourer	2,425 lbs.	G\$ 835	G\$ 75	G\$250	G\$1,160
Cabriolet	2,420 lbs.	875	75	310	1,260
Rondator	2,405 lbs.	965	50	250	1,265
Club Sedan	2,525 lbs.	860	100	310	1,270
Sedan Regular	2,600 lbs.	945	100	310	1,355
Cabriolet Royal	2,500 lbs.	995	70	310	1,375
Sedan Royal	2,700 lbs.	1,045	95	310	1,450

Hong Kong price includes Wire Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tube, Extra Bulb Horn, Hydraulic Shock Absorbers. ROYAL MODELS have 6 Wire Wheels.

DIRECTOR SIX.

R.A.C. Horse-Power Rating 22.5.
Brake Horse-Power 50 at 3,000 Revolutions.
Piston Displacement 171.0 Cubic Inch. Wheel-Base 112 inches.
Speed 65 M.P.H.

Model.	Net Weight	F.O.B. Price	Extra	Packing & Delivery	Hongkong Price
Duplex Tourer	3,115 lbs.	G\$1,195	G\$ 95	G\$320	G\$1,610
Tourer	3,035 lbs.	1,265	95	320	1,680
Club Sedan	3,160 lbs.	1,185	135	390	1,710
Tourer	3,080 lbs.	1,325	95	320	1,740
Coupe	3,115 lbs.	1,265	95	390	1,750
Sedan Regular	3,270 lbs.	1,365	135	390	1,790
Berline	3,320 lbs.	1,335	135	390	1,860
Victoria Royal	3,180 lbs.	1,345	170	390	1,905
Cabriolet Royal	3,155 lbs.	1,395	170	390	1,955
Sedan Royal	3,405 lbs.	1,395	170	390	1,955
Berline Royal	3,455 lbs.	1,465	170	390	2,025

Hong Kong price includes Disc or Wire Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tube, Extra Bulb Horn, Hydraulic Shock Absorbers. ROYAL MODELS have 6 Wire Wheels and Tourist Trunk.

COMMANDER SIX.

R.A.C. Horse-Power Rating 26.04.
Brake Horse-Power 55 at 3,000 Revolutions.
Piston Displacement 233.8 Cubic Inch. Wheel-Base 121 inches.
Speed 72 M.P.H.

Model.	Net Weight	F.O.B. Price	Extra	Packing & Delivery	Hongkong Price
Sedan	3,655 lbs.	G\$1,495	G\$140	G\$425	G\$2,060
Berline	3,705 lbs.	1,575	140	425	2,140
Victoria Royal	3,530 lbs.	1,625	140	425	2,190
Sedan Royal	3,805 lbs.	1,665	180	425	2,270
Berline Royal	3,855 lbs.	1,745	180	425	2,350

Hong Kong price includes Disc or Wire Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tube, Extra Bulb Horn, Hydraulic Shock Absorbers. REAL MODEL SEDAN and BERLINE have 6 Wire Wheels and Tourist Trunk.

PRESIDENT EIGHT.

R.A.C. Horse-Power Rating 36.4.
Brake Horse-Power 100 at 3,000 Revolutions.
Piston Displacement 313 Cubic Inch. Wheel-Base 131 inches.
Speed 80 M.P.H.

Model.	Net Weight	F.O.B. Price	Extra	Packing & Delivery	Hongkong Price
Rondator	3,550 lbs.	G\$1,850	G\$ 60	G\$350	G\$2,260
Sedan	3,750 lbs.	1,685	150	430	2,265
Berline	3,810 lbs.	1,785	150	430	2,365
Cabriolet State	3,715 lbs.	1,850	190	430	2,470
Victoria State	3,620 lbs.	1,850	190	430	2,470
Sedan State	3,900 lbs.	1,850	190	430	2,470
Berline State	3,950 lbs.	1,950	190	430	2,570

Hong Kong price includes Disc or Wire Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tubes, Extra Bulb Horn, Hydraulic Shock Absorbers. STATE MODELS have 6 Wire Wheels, Luggage Grid and Tourist Trunk.

PRESIDENT EIGHT.

R.A.C. Horse-Power Rating 36.4.
Brake Horse-Power 100 at 3,000 Revolutions.
Piston Displacement 313 Cubic Inch. Wheel-Base 131 inches.
Speed 80 M.P.H.

Model.	Net Weight	F.O.B. Price	Extra	Packing & Delivery	Hongkong Price
Tourer	3,905 lbs.	G\$2,285	G\$105	G\$370	G\$2,760
Sedan	4,105 lbs.	2,085	150	490	2,725
Cabriolet State	4,015 lbs.	2,250	130	490	2,870
Sedan State	4,235 lbs.	2,250	130	490	2,870
Tourer State	4,110 lbs.	2,485	80	370	2,935
Sedan State	4,295 lbs.	2,350	130	490	2,970
Berline State	4,285 lbs.	2,350	130	490	2,970
Berline State	4,340 lbs.	2,450	130	490	3,070
Limousine	4,340 lbs.	2,450	150	490	3,070
Berline	4,135 lbs.	2,185	150	490	2,825

Hong Kong price includes Disc or Wire Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tubes, Extra Bulb Horn, Hydraulic Shock Absorbers. STATE MODELS have 6 Wire Wheels, Luggage Grid and Tourist Trunk.

Equipment and Price subject to change without notice.

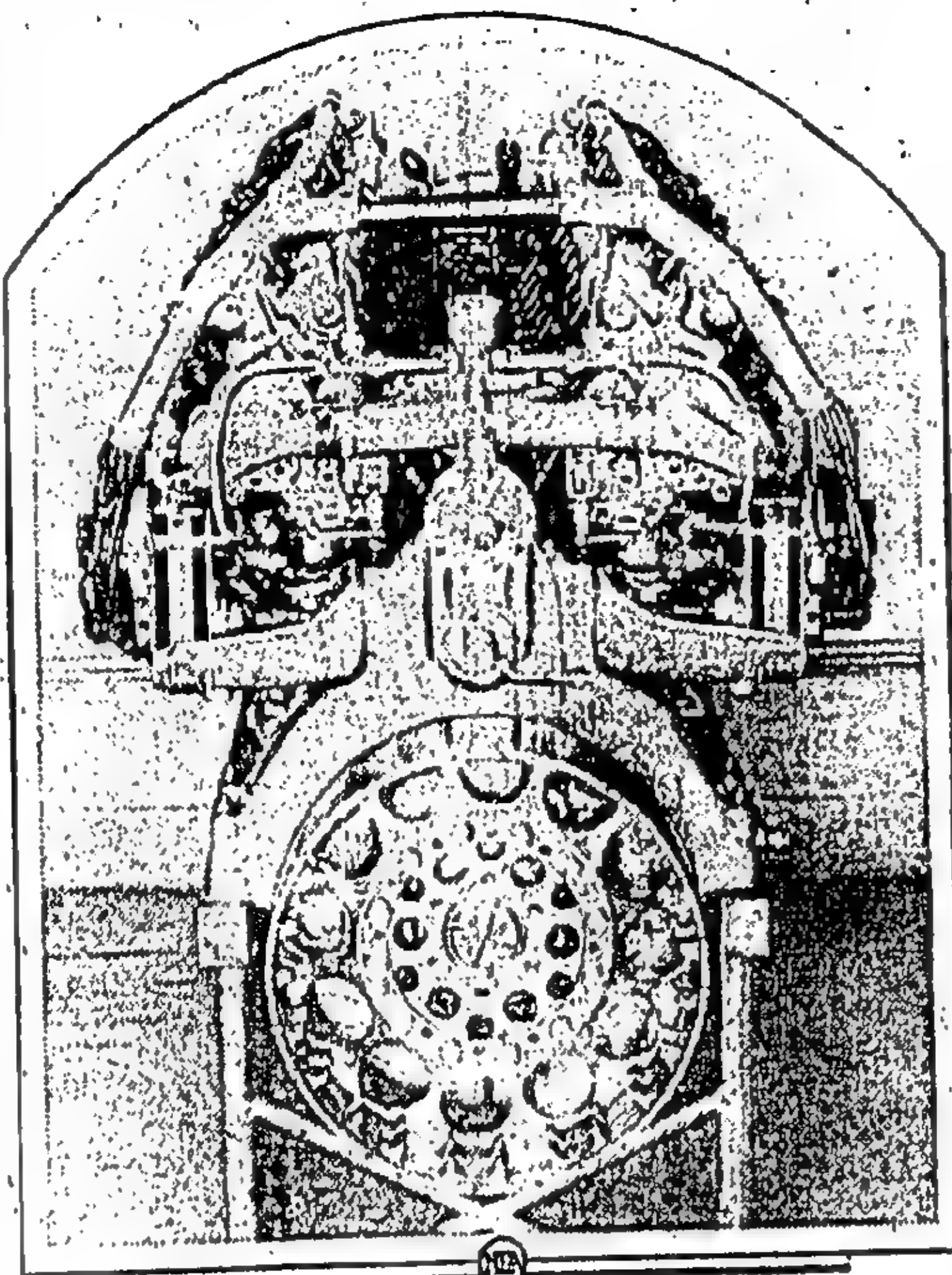
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GRAF ZEPPELIN'S ENGINES.

Five Powerful Reversible Motors.

USE LIQUID FUEL OR GAS.

[Special Report to the Hongkong Telegraph.]



Front view of one of the five 12-cylinder engines on the Graf Zeppelin.

Five 12-cylinder 550-horsepower reversible engines, using either liquid or gaseous fuel, carried the giant German dirigible, Graf Zeppelin, across the Atlantic to America.

These motors are enlargements and perfectings of the type of engines on the U.S. navy's dirigible Los Angeles, which was taken over from Germany where it was built in 1924. A description of the new motors and the way they are used in the Graf Zeppelin has been given out by F. W. Von Meister, general agent of the Maybach Motor Company, which has built them.

The VL-2, which is the technical designation for the new motor, develops 550 horsepower at Friedrichshafen and 600 horsepower at sea level, due to increased compression, aluminum pistons and carburetor alterations, says Von Meister.

once every 1,000 hours and that major overhauling will be necessary only once every 2,000 hours.

"This advantage is largely attributable to the use of the new Maybach roller bearings throughout virtually the entire engine.

"Another quality of importance to airship operation is the VL-2's direct reversibility. An airship is handled much like a steamship.

Its engines must at times go astern so that the ship may moor or land, as a steamer docks. In previous designs this was accomplished by reversing gears between engine and propeller. These gears added to the engine's weight, required longer and heavier power cars and were the cause of frequent trouble.

"Reversing gears have been eliminated by the VL-2's ability to run in either direction. Shifting of the camshaft, which changes the timing of the 36 overhead valves, is the only readjustment entailed.

Two Fuels Help Flight.

"Perhaps more significant to the advance of lighter-than-air craft is the adaptation of the VL-2 to the use of either gasoline or the now famous 'blue gas.' The advantages are tremendous. Carrying gaseous fuel is solely a question of space; weight is a negligible factor.

"Furthermore, the structure of the ship must be considerably stronger and heavier if large quantities of liquid fuel are to be carried. Gaseous fuel imposes no strain upon the framework. Nevertheless, the improved durability of the Graf Zeppelin has been built stronger than the structure of any previous ship so that the use of gaseous fuel provides an additional margin of safety.

"Instead of a great deal of water ballast, to be dropped if buoyancy is lost during flight, a quantity of gasoline (eight tons) is carried on the Graf Zeppelin. As soon as it becomes necessary to lighten the ship, the fuel is switched and gasoline used until enough has been consumed to afford the desired extra buoyancy.

"The VL-2 was adapted to gaseous fuel by following the throttle valves of the fireproof Maybach carburetors, of which there are four, one to each three cylinders. From the bags containing the 'blue gas' pipes lead into three valve shafts.

Change Made While Running.

"An adjustment valve controls the flow of gas according to the throttles' position. Another valve, inserted into the gas feed lines, permits a change from gaseous to liquid fuel or vice versa in a few seconds without interrupting the engine's operation or impairing its power.

"After long experimentation, a number of gases were compound-

THIRD LARGEST.

Chrysler Corp's Position.

CONTROLS NINE CARS.

The acquisition by Chrysler Corporation of Dodge Bros. properties became a reality on July 29, 1928. Formal approval by Dodge Brothers, Inc., shareholders, took place at a special meeting.

Thus came into being the enlarged Chrysler Corporation, the third largest motor company in the world and the second largest publicly-owned, with permanent assets, on April 30, 1928, of approximately \$5,000,000 dollars, working capital of \$8,000,000 dollars, total resources of \$13,000,000 dollars, a distributor-dealer organization of 12,000, a

manufacturing capacity of 700,000 cars and trucks, a gross business of \$60,000,000 dollars, and a potential earning power of \$40,000,000 to \$50,000,000 dollars. The new enterprise with a funded debt of \$1,000,000 dollars and 4,420,000 shares of common stock selling in the market for about \$40,000,000 dollars, will have 40,000 stockholders and \$5,000 employees.

Under the affiliation scheme, Dodge Bros. Corporation becomes a division of the Chrysler Corporation, and the power of this combination has been increased already; for two new divisions of Chrysler have been formed to manufacture the Plymouth and De Soto cars.

Chrysler's importance in the motor world can be gauged from the fact that he now controls the manufacture of nine different passenger vehicles—four Chrysler, three Dodges, a Plymouth, and a De Soto—as well as Graham Bros. trucks.

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A Few Advantages:—

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- Reliable Drivers Supplied
- Free Mechanical Advice
- Associate Membership of the R. A. C. and A. A. London

All Communications for Membership, etc., to REV. G. E. S. UPSDELL, Hon. Secretary.

C/o "Hongkong Telegraph"

NOTICE

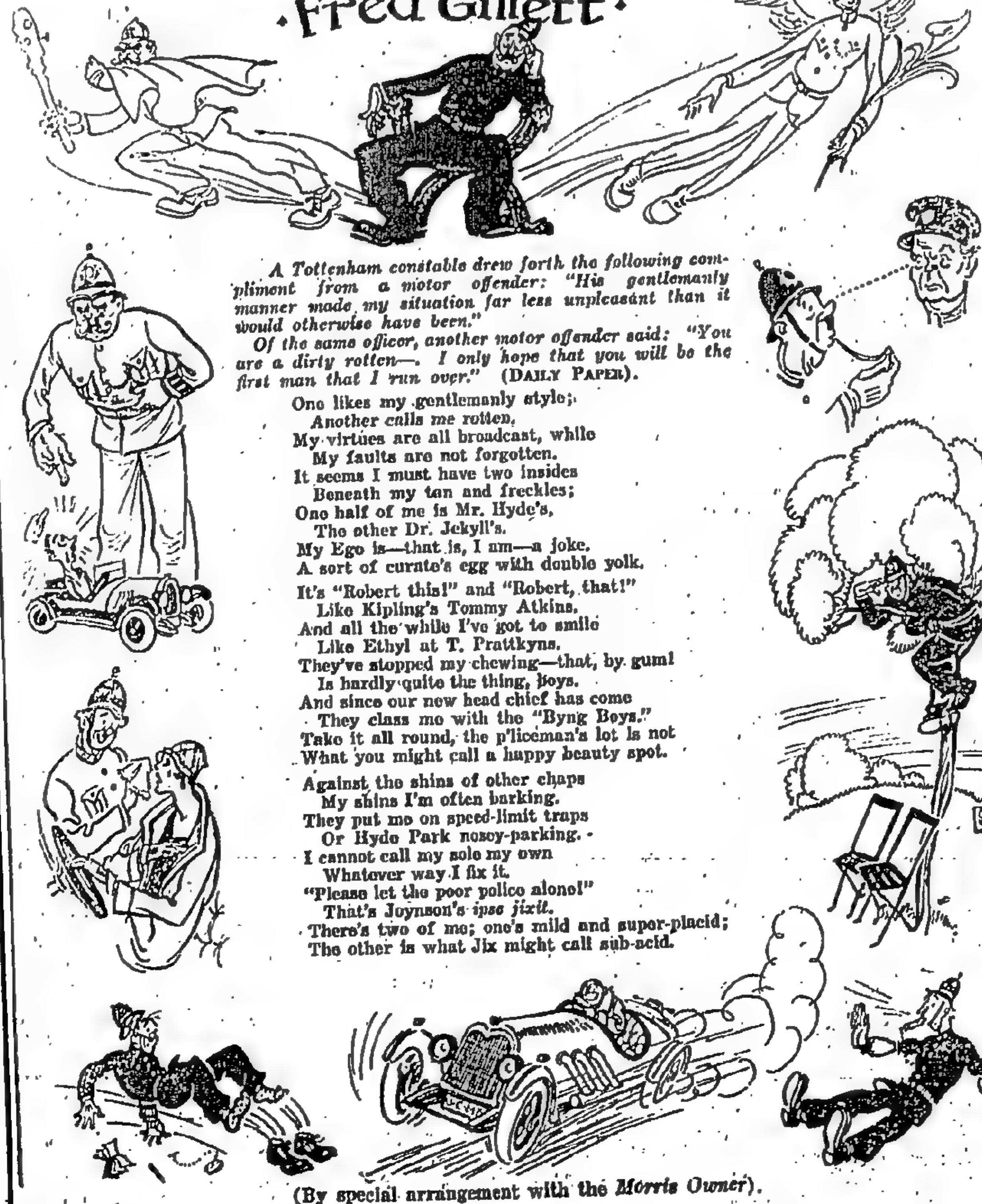
TO

ADVERTISERS

All advertising to be inserted in this Motor Supplement, must be delivered not later than 2 p.m. on the Wednesday of the week of publication.

ROBERT PHILOSOPHIZES ON HIS DOUBLE IDENTITY.

Fred Gillett.



A Tottenham constable drew forth the following compliment from a motor offender: "His gentlemanly manner made my situation far less unpleasant than it would otherwise have been."

Of the same officer, another motor offender said: "You are a dirty rotten— I only hope that you will be the first man that I run over." (DAILY PAPER).

One likes my gentlemanly style;

Another calls me rotten;

My virtues are all broadcast, while

My faults are not forgotten.

It seems I must have two insides

Beneath my tan and freckles;

One half of me is Mr. Hyde's.

The other Dr. Jekyll's.

My ego is that is, I am—a joke.

A sort of curate's egg with double yolk.

It's "Robert this!" and "Robert, that!"

Like Kipling's Tommy Atkins.

And all the while I've got to smile

Like Ethel at T. Prattlyns.

They've stopped my chewing—that, by gum!

Is hardly quite the thing, boys.

And since our new head chief has come

They class me with the "Byng Boys."

Take it all round, the policeman's lot is not

What you might call a happy beauty spot.

Against the shins of other chaps

My shins I'm often barking.

They put me on speed-limit traps

Or Hyde Park noisy-parking.

I cannot call my sole my own

Whatever way I fix it.

"Please let the poor police alone!"

That's Johnson's line just.

There's two of me; one's mild and super-placid;

The other is what Jix might call sub-acid.

(By special arrangement with the Morris Owner).

NORTHERN DRIVE
EXPENDITURE.COST NATIONALISTS
\$200,000,000.DR. C. T. WANG ON PROBLEMS
OVERCOME.

THE PARTY DISCORD.

Some interesting statements on the problems faced by the National Government were made in Shanghai last week by Dr. C. T. Wang, Minister for Foreign Affairs, in an address which he delivered to members of the Pan-Pacific Association at their fifth meeting at the Astor House Hotel.

The meeting was presided over by Rear-Admiral Mark L. Bristol, Commander-in-Chief of the U. S. Asiatic Squadron, who described Dr. Wang as a "bit of everything," having been a member of Parliament, a diplomat, a statesman, a business man and a Y.M.C.A. secretary.

The Seeming Discord.

In the course of his speech, Dr. Wang said one of the trials of the National Government had been the seeming discord in the Nationalist Party—the so-called difference between the Right Wing and the Left Wing. That there is a serious conflict of opinion between the two wings is open knowledge to all, said Dr. Wang, but one must remember that this discord had already existed before the drive was launched on July 15, 1926. The Right Wing always opposed the measure of allowing members who were inclined to communism in the Nationalist Party. Their determined opposition caused some of their numbers to be temporarily detained in Canton and others to be told to take a trip abroad, so as to maintain a united front in the drive northward.

The regrettable Nanking Incident which happened March 24, 1927, however, opened the eyes of the leaders of the party to the very great dangers to which it was exposed, to the nefarious working of the Communists under the cloak of party members. A resolute stand was taken. Instead of carrying on the campaign northward, all the available forces were employed to crush the Communist elements in the party.

From Nanking to Canton.

We literally had to fight our way from Nanking back to Canton. But through this backward movement we succeeded in gaining a gigantic step forward. Does not this constitute a distinct achievement of the National Government? "The difference of the two wings will be healed to a certain extent in the course of time; but, in my opinion, it is a healthy sign of having two wings in a party, just as, in Great Britain and America, people favour the 'two parties' system, for one acts as a check against unwholesome domination of the other which may happen to be in power.

The Lack of Funds.

"The third great trial is lack of funds for the National Government. In order to meet the northern warlords in the field, sufficient units had to be formed, clothed, and equipped. Our able finance minister, Mr. T. Y. Soong, told me that it had cost the National Government no less a sum than \$100,000,000, just for the purpose of maintaining the great drive during the last two years.

"Probably another \$100,000,000 was spent upon equipment of the total Nationalist forces. Now that the campaign is over, the pressing question is to reduce the strength of the standing army, which again calls for funds. The havoc wrought upon the people in Shanghai and Chihli by such bandit chiefs like Chang Chung-chang needs to be rehabilitated. Domestic and foreign services of the Government have to be taken over and expanded. Improvements for the railways, building of new roads, conservation of rivers and one hundred and one other things have to be done.

"All these call for funds. How and where to get money to meet all these needs is a sore trial of the National Government. But it is fortunate that we have Mr. Soong as our finance minister who has already achieved wonders in the past.

Canton's Contribution.

"One of the reasons why the drive northward required four years of preparation was simply the bare fact that funds were not sufficient. The province of Kwangtung was occupied by various units of the Nationalist Army who collected their own revenues to maintain their men.

"Mr. Soong set out to convince the military heads that if the re-

SCOTS BALL GREAT
SUCCESS.BRILLIANT FUNCTION AT
CITY HALL.

CHIEFTAIN'S SPEECH.

In accordance with expectations, St. Andrew's Ball, held at the City Hall last night, was a brilliant success. A spirit of good fellowship prevailed, whilst the arrangements made for the comfort and convenience of guests represented a triumph of organisation.

H.E. the Officer Administering the Government and Mrs. Southern arrived promptly at 9.30 p.m. and were met on entering by the Chieftain (Hon. Mr. Gordon Mackenzie) and Committee, being escorted to St. George's Hall preceded by two pipers from the K.O.S.B. Here the National Anthem was played, and shortly afterwards the State Lancers were danced. The programme thenceforward was well scheduled, and dancing continued till the early hours of the morning.

The scene in the Theatre Royal, when the official party were piped to the stage for supper, was a brilliant one.

The Haggis was served with time honoured custom, after the sousing fish, the Hon. Piper P. D. Wilson preceding Lieut. Allister McKenzie, whose glory it was to be the outstanding national figure.

He was followed by Lieut. G. Duncan, M.B.E., bearing the quack and custom was again adhered to, the Chieftain, His Excellency and others, tilting the cup with no heed laps.

The official supper table was decorated by Mrs. Mackenzie with heather, bluebells and red blossoms, embodying the racing colours of the Mackenzie stable.

The Hongkong Hotel catered.

The Chieftain's Speech.

In the course of the supper, the Chieftain addressed the company, and said it gave him great pleasure on behalf of St. Andrew's Society to welcome them here. St. Andrew's Day was the one day in the year when Scotsmen gathered together to entertain their friends. A southern friend had pointed out that it was also the only day in the year when Scotsmen showed hospitality. It should, nevertheless be pointed out that the Society does a great deal of good work in helping nationals who have struck bad times, and the annual ball was one of the methods by which funds were raised.

Long speeches at the annual ball were considered superfluous, he remarked, and incidentally it was time, he thought, that the diners made room for the many hungry souls who were waiting for the exit of those now present. In conclusion, the Chieftain called upon all present to drink to the pious and immortal memory of St. Andrew.

The toast was duly honoured.

The Greetings.

Greetings from Scots abroad were received as follows—

"Heartiest Greeting from Brithers Scots," from Malacca, Selangor, Calcutta, Penang, Ipoh, Malacca, Soerabaya, Aden, and Mambua (Soremban).

"Greetings" from Hankow, Bangkok, Shanghai, Tientsin, (Royal Scots), Amoy, Tokyo and Yokohama, and Saigon.

"Heartiest Greetings" from Sandakan.

"Heartiest Greetings," from Singapore, Cebu and Manila.

Others were as follow: Tientsin, "Mickle Bute nae Bale," S. S. Mantua, "Greetings frae Brithers Scots."

Stevenson, "Greetings to Brithers Scots."

Canton, "Neighbours Greetings frae Canton Scots."

Peiping, "Here's a Health tae ye."

Templeton, Mackichan and Davidson, "Heartiest Greetings," Henderson, Greenock, "Greetings frae a Brithers Scot."

Lang, "Heartiest good wishes to Brithers Scots."

(Continued on Next Column.)

venues were all collected and placed in his hands, they would be better taken care of. It came out exactly as he predicted, so much so that in 1926 he was able to raise the fabulous amount of \$100,000,000 from that very province. That provided the sinew of war which to a very large extent helped the drive to succeed in reaching the rich Yangtze Provinces.

"I have already alluded to the fact that the campaign from Canton to Peking, now known as Peiping, cost over \$200,000,000. To the opulent countries like the United States and Great Britain such a paltry sum is not worth mentioning. But, as you all know, that is considered a huge sum in China. And yet every cent of the two hundred million dollars was raised among our own people. Does that not again constitute an item of achievement for the National Government?"

CORRESPONDENCE.

"TOM JONES"

[To The Editor of Hongkong Telegraph.]

Sir,—If, as it would seem, "Well-Wisher" considers my criticism of the belated announcements of "Tom Jones" to be prompted by a carping spirit and a feeling of hostility toward the Philharmonic Society, I hope that I may be given an opportunity of correcting that impression. As a member of the Society, I am probably quite as appreciative of its work and as anxious for its productions to be a success as your correspondent. It is precisely for that reason that I regret the inadequate amount of advertising.

I have not forgotten that rehearsals were delayed owing to the Tattoo; but I disagree when it is stated that the Society has made its announcement as soon as possible. It has been known for some time now that the performances would take place in the third week of December, commencing on the 14th, and the continued delay in publishing the announcements has caused considerable anxiety to other well-wishers of the Society, both within the "cast" and outside. It has also been the subject of surprised comment among members of the general public. There has not been even preliminary announcements in the local and general columns, and the first advertisement appeared, on Wednesday.

It is because I should not like to see the Society's work inadequately supported by the public that I wish further efforts had been made in advertising; and since your correspondent doubts my genuine interest, may I add that I have sent the Secretary a synopsis and some general comments on the opera for inclusion in the press next week?—Yours, etc.,

HONGKONG, November 30th 1928.

ALLEGRO.
Sentence of five years' penal servitude passed at Swansea on David Morgan for shopbreaking has been reduced by the Appeal Court, to 12 months' hard labour.

Carmichael, Worthing, "Greetings from Brithers Scots—Lang may ye flourish."

Jack Macgregor, "Heartiest Greetings to Brithers Scots."

Formosa, "May ye ne'er be sair furfeichen."

Tsingtao, "Heartiest Wishes," 2nd Battalion, K.O.S.B., "Greetings from Borderers."

Swatow, "Lang may your lum reek."

Telegrams sent from the local Society read, "Heartiest greeting, Mackie, Chieftain," and were despatched to the Secretary, St. Andrew's Society, at Negri Sembilan, Zambonga, Saigon, Tsingtao, Calcutta, Bombay, Madras, Rangoon, Kuala Lumpur, Penang, Singapore, Bangkok, Manila, Cebu, Iloilo, Sandakan, Canton (Shamoen), Swatow, Foochow, Shanghai, Tientsin, Taipei, Peiping, Ipoh, Perak, Batavia, Malacca, Soerabaya, Aden, and Mambua (Soremban).

A message reading "Heartiest Greetings frae Brithers Scots, Mackie, Chieftain," was sent to Mr. Stevenson, s.s. Aeneas, and to s.s. Mantua.

The application by Mr. F. H. Loebly, for a reduction of sentence on the old woman who was sent to prison for six months on Saturday last for possession of a hundred loaves of illicit opium, was not granted by Mr. R. E. Lindsay today. Revenue Officer Ward informed the Magistrate that the Superintendent of Imports and Exports took a serious view of the case.

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HONGKONG IMPORTS.

JAPANESE PIECE GOODS AT
STANDSTILL.

The fortnightly Price Current and Market Report, published by the Hongkong General Chamber of Commerce, states:

Piece Goods.

The following reports have been received: Enquiry for White and Grey Shirtings and Cotton piece goods in general is lacking. There is a small "spot" demand for Shirtings and Cotton Velvets, and deliveries of these articles have been fairly steady. The anti-Japanese boycott still persists and trade in cheap Japanese Cotton piece goods, including Prints, is practically at a standstill.

There has been more enquiry since our last report but with the exception of a sale of Black Twills very little has been brought to book. Cotton has again advanced and is now higher than for some considerable time.

Woolens.

A fair trade in Black Woolen Venetians has been done during the past two weeks. Bradford prices are hardening, and this tends to check business. A few very low offers have been received for Woolens for July August shipment, but no orders of importance have been placed as yet. Clearances have fallen off and it is estimated that only about 40 per cent. of this season's woolens have been delivered to date.

Cotton Yarn.

During the interval market continued firm but no business has been effected.

Nominal quotations are as follows: No. 10s. \$170-192. No. 2s. \$180-195. No. 16s. \$195-200. No. 20s. \$200-210.

Arrivals: 200 bales. Shipments: nil. Sales nil. Unsold Stock 500 bales. Bargains 5,900 bales.

EXCHANGE RATES.

	London, Nov. 30.
Paris	124.10
New York	4.86 5/32
Brussels	34.89
Geneva	26.18
Amsterdam	12.076
Milan	92.55
Berlin	20.35
Stockholm	18.14
Copenhagen	18.10
Oslo	18.10
Vienna	24.605
Prague	163.94
Helsingfors	192.24
Madrid	30.055
Lisbon	108.74
Athens	375
Bucharest	807
Rio	5.20/32
Buenos Aires	47.7/16
Bombay	1/6 1/32
Shanghai	2/7 1/4
Hongkong	1/10 25/32
Yokohama	25.8/16
Silver (spot)	25.8/16
Silver (forward)	25.8/16

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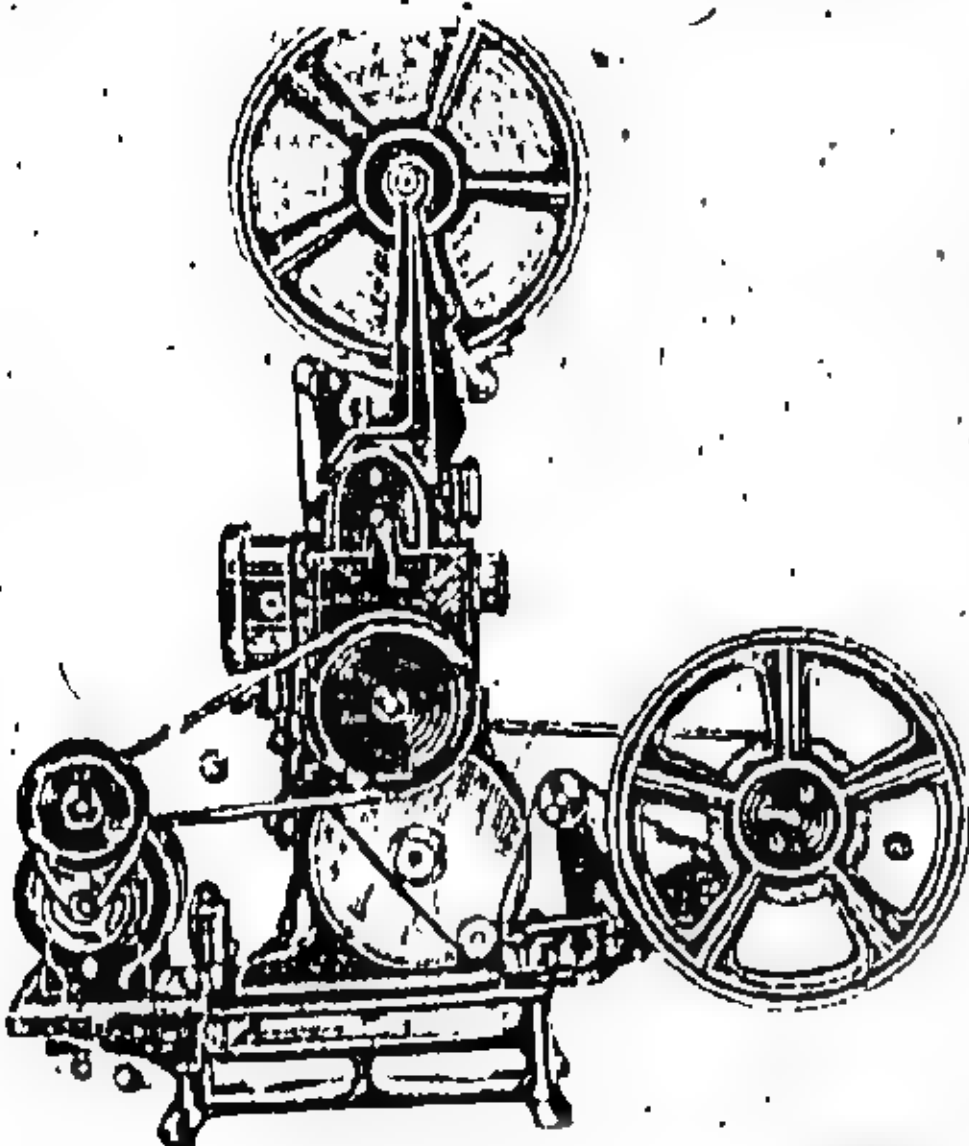
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The application by Mr. F. H. Lo

SUPER PATHE-BABY THE IDEAL HOME CINEMA.



Hear the children shriek with delight as the image of Charlie Chaplin or Harold Lloyd is flashed on the screen—or with laughter at the antics of Felix the Cat or Farina of "Our Gang" fame—It is worth the small cost.

Complete Outfit
\$108.00

Super-Baby Comedies Films
always in stock.
Price \$10.50 per reel.

Call in for a demonstration.

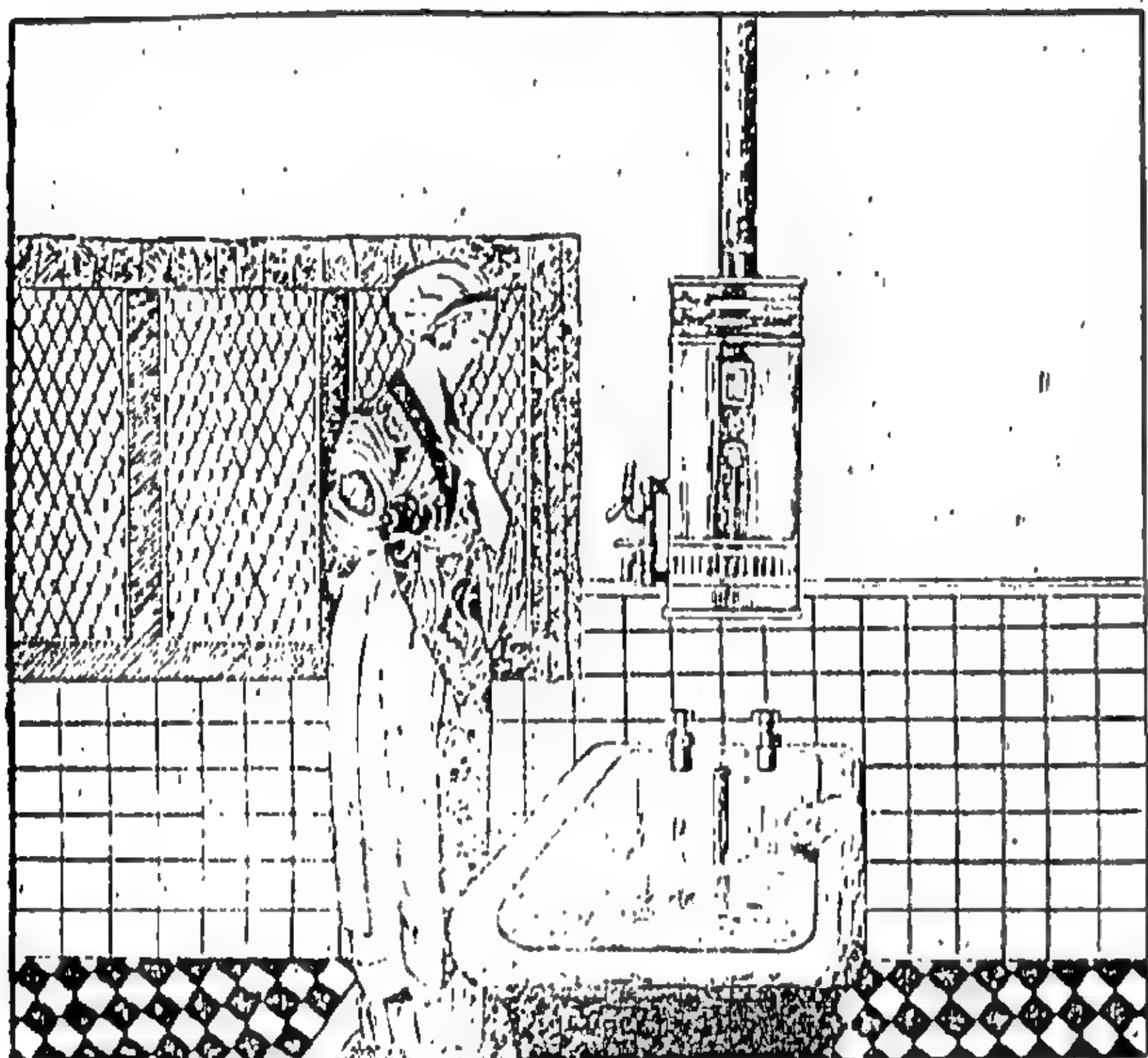
PATHE-ORIENT,

61, Des Vœux Road Central,
HONG KONG. Tel. C. 626.

AN ESSENTIAL LUXURY.

HOT BATHS AT ALL HOURS

With a **Gas Water Heater.**



HONGKONG and CHINA GAS Co., Ltd.

K. 15. PHONE C. 47.



Sole Agents

W. R. LOXLEY & CO.

For the Best
LOCAL VIEWS

and
PHOTOGRAPHS
Go To
MEI CHEUNG

Studio, 1c, House St. Branch 7, B. Commercial Arcade.

A FIRST NOVEL!

WHIRLWIND

By Eleanor Hardy.

THIS HAS HAPPENED

SYBIL THORNE, bride of two weeks, has deserted her husband in Havana. RICHARD EUSTIS, fascinating and unmarred, swept her into an impetuous marriage after five days' courtship. They met on shipboard and were married in Havana harbour. On their wedding night Richard became intoxicated, and despite constant promises, he continues to drink. Following a particularly sordid scene, Sybil leaves him to spend the night in another hotel. In the morning, moved to forgive him again, she returns to their apartment. Richard lies in a drunken stupor across the bed. On the floor there is an empty bottle and the card of one of Havana's notorious women.

Completely disillusioned, Sybil seeks MABEL BLAKE, a Boston social worker, with whom she has made the trip to Cuba. Mabel, meantime, has become engaged to JACK MOORE, an American salesman working in Havana. Sybil tells them of the final break with Richard, and begs Mabel to return to Boston with her. They sail that afternoon, leaving Eustis still asleep.

On the way home Mabel surprises Sybil by suggesting an immediate divorce and advancing the possibility of marriage with CRAIG NEWHALL. Craig is a fine young man—the most eligible bachelor in Boston—and very much in love with Sybil. She was in fact engaged to him at the time of her mad marriage with Eustis. Sybil becomes ill and Mabel, thoroughly alarmed, seeks the advice of Dr. Henderson, a passenger on their boat.

CHAPTER XXIV.

Mabel had never felt so uncomfortable in her life. A brick red flush intensified her unbecoming anxiety. She felt that all the blood in her face had rushed to her blistered nose. Even her ears smarted with painful embarrassment.

"And I'm a social worker," she reminded herself sternly, "and supposed to be hard-boiled!"

Dr. Henderson was regarding her curiously.

"If there is anything I can do," he repeated, and smiled in an amiable, professional sort of way.

"It isn't about myself I wanted to ask you," she stammered. "It's a friend of mine. Oh, Doctor, won't you sit over there for a few minutes so that I can talk without anybody hearing us?"

The sound deck chairs while poor Mabel murmured distractedly. "You're very good. And when they had seated themselves she began to talk rapidly.

"I don't know how to begin. Perhaps I'm foolish to bother you, but I'm so worried. You see—it's this way, Doctor—and she launched into the story of Sybil's marriage.

"Now," she concluded hopelessly, "you see how it is. If the poor girl's going to have a baby, it's perfectly awful, for she doesn't mean to tell anyone that she has been married. She doesn't want to have anything to do with that wicked man. And besides—it would be terrible to bring a child into the world with a heritage like that."

"Richard Eustis was drunk almost every blessed minute. If she's going to have a baby, everybody will know about her marriage. And they'd know she had run away from her husband. Oh, it would be so dreadful!"

Mabel sighed miserably. Then a thought, like lightning, flashed across her mind.

"Heavens above!" she groaned, "it would be worse than that. They'd never believe Sybil had been married at all."

Doctor Henderson twirled his thumbs upon his little round stomach.

"And how," he asked, "did you think I could help you?"

Mabel explained. "But you see I may be making a mountain out of a mole hill. But she's perfectly miserable. She hasn't been able to eat a thing since we came aboard. Do you suppose, Doctor, that she is going to have a baby?"

Thoughtfully the little physician gazed upon the ocean.

Well, now that's a very difficult thing to say—at this stage of the game. There are no hard and

fast rules for the condition you contemplate. None at all—unfortunately.

"In any case, I should advise that you keep your misgivings from her. Divert her mind. Get her out on deck if you can."

"Would you be willing to drop in and see her, Doctor?"

"It wouldn't do a particle of good, my dear young lady."

That night Sybil slept fitfully. Mabel never closed her eyes.

The dreadful uncertainty of it! In four days they would be with Craig and the family. Mabel pounded her pillow fiercely and moaned in silent misery.

"Of all the horrible complications!"

The next morning Sybil went to breakfast in the salon. But it was the last time she essayed it. She had luncheon and dinner brought to her on deck, and announced her intention that evening of having all her meals in her deck chair.

It's really much pleasanter," she said. "It's so stuffy in the dining room."

After that she spent most of her time in the open, even sleeping one hot night on the boat deck. And so the days passed, lazily and pleasantly enough, until the journey home was over.

They were getting in in the afternoon. Sybil, in a deck chair, munched an apple meditatively.

"Well, Mab," she confided, "I've made up my mind what I'm going to do. I'm not going to say one single word about Richard to anybody."

"If Craig still wants to marry me, after the shameful way I've treated him, I'm going to wait until I'm altogether sure of myself. Then, if I know I want to marry him—and, oh, my dear, I believe this time—I'll make a clean breast of everything. Perhaps it will kill Craig's love but I guess that would be my punishment."

"As if you hadn't had enough now!" interrupted Mabel.

"Life's all punishment for me," "Oh, don't be morbid, dear. It isn't exactly a bed of roses for any of us, you know. Makes you wonder what it's all about, doesn't it? Life's so hellish—it seems as if there ought to be something good somewhere."

"Well, I'll have my little heaven, if I ever patch things up with Craig. If he cares enough, Mab, I could get a divorce after a while."

"Well, there wouldn't be any sense in it, if it wasn't going to do some good. Do you suppose Craig will want me, Mab—when he knows?"

"Oh, I'm sure he will, Sib. I think real love can forgive most anything."

"But I couldn't forgive Rich."

"Of course you couldn't. That was different. He insulted you—outraged you—oh, my dear, there isn't any comparison at all."

"Perhaps Craig will think I treated him as horribly as Rich treated me. In a way there's a sort of parallel."

"There isn't, Sib. Craig will understand."

Mabel tried to sound confident, but her heart was full of misgivings. Suppose Craig did love Sybil, just the same. Suppose he did want to marry her. But suppose Sybil was going to have a baby—Richard's baby. How would Craig feel about that? And how about Richard? It would be his baby, too. Mightn't he want it?

That was a new idea. Mabel pondered it silently. Perhaps Sybil would let him have it. If she didn't love Rich, perhaps she wouldn't love the baby—his baby.

Sybil interrupted her train of thought.

"Mab, I was talking with the captain yesterday," she demanded. "He says that all life is accidental, and that everything is chance. He had the thing pretty well doped. I think I rather agree with him."

"Take me for instance. I'm sure Mother was satisfied enough with Tad before I ever came along. All my life I've thought she half resented me."

"Sybil!" Mabel's laughing protest was rather shocked.

"Well, I have," insisted Sybil. "Might as well be frank about it. Now suppose you forget your outraged sensibilities for a minute, Mab, and listen to me."

(To Be Continued.)

THE WORLD OF SPORT



TO-NIGHT'S BOXING TOURNAMENT.

TWO TEN ROUND CONTESTS
HEAD THE BILL.

HALL TO MEET CASTLE

With an unusual amount of remarkable good talent on the China Station, it has not been Hongkong's good fortune to have the right ships in Harbour for the monthly tournaments of the Hongkong Boxing Association, and it now seems that the men we most want to see, Duncan and Creighton, the welterweight stars, will not be here until January at the earliest.

In these circumstances, the tournament to-night is not all that it might be. There is no championship contest, but two really good ten-round contests have been arranged instead.

The chief merit of the programme is that the men are exceedingly well matched, and the net result should be a series of good fights, closely contested throughout. The matches arranged are appended:

Lightweight, Ten Rounds.

L. S. Hall (Titania) v. A. B. Castle (Cumberland).

Welterweight, Ten Rounds.

Marina Frazer (Tamar) v. A. B. Saunders (Scraph).

Featherweight, Six Rounds.

Pte. Hume (K.O.S.B.) v. Stoker Illingworth (Titania).

Welterweight, Six Rounds.

Pte. Carney (K.O.S.B.) v. St. Yarnell (Cumberland).

Middleweight, Six Rounds.

A. B. Chamberlain (Cumberland) v. Pte. Woolley (K.O.S.B.).

Bantamweight, Six Rounds.

Bdsman, McConnell (K.O.S.B.) v. A. B. Lunnion (Cumberland).

Military Men.

It will be observed that the military men are making a bid for boxing honours in Hongkong for the first time for some seasons. Four men from the Borderers appear in the programme, a fact which is exceedingly welcome. The days when the garrison battalion could put up a really first-class programme unaided seem to have passed with the Surreys, which is a pity.

The match of principal interest this evening is that between L. S. "Nobby" Hall and A. B. Castle. The former is so well-known in the Colony as to require little mention, while Castle scored a very convincing victory at the last tournament. Both men are keen fighters, capable of standing up to heavy punishment, and the match should not lack zest.

Marina Frazer, who lost the welterweight championship of the Colony to Signman Harris, is matched against A. B. Saunders, of the Scraph, who beat "Pony" Moore in good style last month. Frazer should just about win, though Saunders is a battler who will make his opponent go all the way.

Pte. Hume, of the Borderers, is out again, matched against Stoker Illingworth, and a fierce-hitting duel is certain.

The supporting contests lend interest, and a good attendance is to be expected.

LOCAL SNOOKER.

CLOSE OF SECOND ROUND CONTESTS.

In their snooker fixture at the Palace Hotel last night, H. de Luz beat R. Hawke, by 220 (89, 64, 60) to 103 (31, 50, 22).

This saw the close of the second round. The third round opens on Monday, when P. Jones will play K. K. Leung, at 9 p.m.

Ladies' Match.

There will be a ladies' hockey match at King's Park to-day at 8 p.m. when M. Groundwater, M. Mason, M. Groves, E. Woolley, B. Hirst, M. Whyte, M. Mason, M. Pinguet, L. Dand, and Groundwater (reserve), representing the Kowloon Ladies' Hockey Club, will play the following team representing the Hongkong Ladies' Hockey Club: M. Bird, B. Laing, M. Wallace, A. Owen-Hughes, M. Pope, E. J. Connell, I. C. Bell, N. McNeillie, D. Stanion, E. R. Bell, Mrs. M. J. Jarvis, and F. Cousins (reserve).

THE FIRST DAY OF THE TEST.

ENGLAND LOSE EXTREMELY VALUABLE WICKETS.

CHAPMAN & HENDREN.

England had a palpitating experience in the First Test match at Brisbane yesterday, but at the end of the day's play had made some sort of a recovery, the total being 272 for 5 wickets, with Hendren and A. P. F. Chapman batting.

Hobbs and Sutcliffe gave England a fair start, putting on 85 runs for the first wicket, but seven runs later, disaster befell Hobbs, Mead running him out. The third wicket fell with no more than 108 on the board, but D. R. Jardine and Hammond played capably until Hammond was sent back by a brilliant catch.

With 161 for 4 wickets, England seemed to be in an extremely bad position, but Hendren and Chapman retrieved the situation to some extent.

On their ability to stay together to-day largely depends England's prospects for a really good score. Too much is not to be expected from J. C. White, Tate, Larwood and Duckworth, though the first three may make a few runs.

Hobbs' Run Out.

When the match was resumed after lunch, the number of spectators had increased to 23,000. Hobbs was accompanied to the wickets by Mead, but only another ten runs had been added when the former had the misfortune to be run out. Mead had brought off a good out and was trying to get a third run, but the batsman hesitated and Hobbs had his wicket broken when he was some distance out of his crease. The second wicket fell at 92.

Hammond joined Mead, but it was not long before further disaster befell England. The score had only been advanced to 108 when Mead got his leg in front of a straight ball from Grimmitt and was given out.

Hammond Caught.

Jardine followed, and whilst showing a sound defence allowed Hammond to do most of the scoring. The Gloucester batsman played the bowling confidently and the score was raised to 160 without further loss, when the tea interval was taken. Hammond was then 45 not out and Jardine 17 not out.

Immediately after tea, England lost another good wicket, Hammond being sent back by a brilliant catch by Woodfull off Gregory's bowling. The score was then 161 for four wickets, Hammond's contribution being 44.

Bright Batting.

Jardine and Hendren batted steadily, Jardine showing a splendid defence. He was batting for two hours for 38 before being caught by Woodfull at silly mid-off off Ironmonger. He hit three fours.

Chapman was given a great ovation on joining Hendren. The best batting of the day was then seen, and the pair set about making a recovery from a moderate start. Chapman was very powerful on the offside and Hendren batted brightly and was sound all-round. The pair were still together when stumps were drawn eight minutes before time on account of bad light. Hendren was then 62 not out and Chapman 89 not out.

Detailed scores follow:

England—1st Innings.

Hobbs, run out 49

Sutcliffe, & Ponsford, b Gregory 88

Mead, l.b.w. Grimmitt 8

Hammond, c Woodfull, b Gregory 44

D. R. Jardine, c Woodfull, b Ironmonger 35

Hendren, not out 62

A. P. F. Chapman, not out 89

Extras 7

Total (for 5 wks.) 272

LOCAL CRICKET.

KOWLOON C.C. TEAM AGAINST THE NAVY.

The following will represent the Kowloon C. C. in a friendly match against the Navy to-day: F. Goodwin, W. Brace, A. W. Ramsey, N. H. Ross, E. G. Fincher, E. F. Fincher, E. Fox, H. T. Duxton, G. A. V. Hall, J. J. Hirst and F. S. W. Smith.

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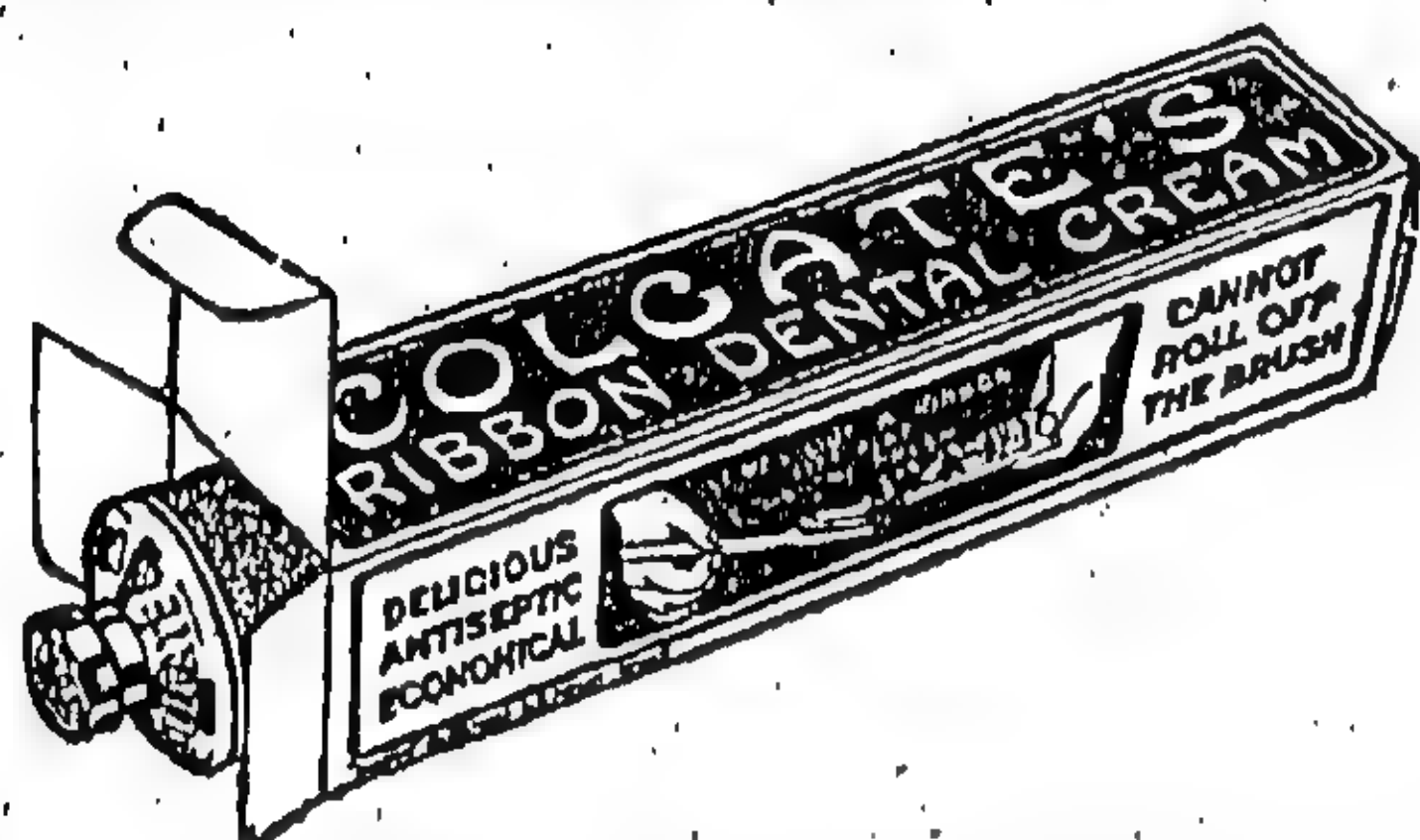
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DEAD STOCKBROKER.

PARTY TO CASE IN THE HIGH COURT.

London, Nov. 2.
The case of Mr. W. H. Butler, the stockbroker, who committed suicide recently, was mentioned in connexion with an application made to Mr. Justice McCardie in the King's Bench Division yesterday in an action which was in the list for hearing.

Mr. Schiller, K.C., appearing for the Belgian Breeding Stock Farm Company, Ltd., in their action against the Tidal Power Syndicate, Ltd., and others, said that the claim was for money due under a covenant in a mortgage, and there was a counterclaim by the defendant company and Mr. Butler, who was one of the other defendants, charging the plaintiffs with fraud.

"Mr. Butler," Mr. Schiller informed the Court, "has committed suicide, and is not now represented, I understand, in this action. As no one apparently appears for the defendant company, so far as they are concerned, I should be entitled to judgment on the covenant in the mortgage deed. The matter has been postponed time after time on affidavits stating that Mr. Butler was an absolutely necessary witness to prove these charges."

Dead Man's Relatives.

Sir Henry Maddocks, K.C., who appeared for Mr. A. A. Henley, secretary of the plaintiff company, said that in this counterclaim Mr. Butler made charges of fraud against his client.

Mr. Justice McCardie said that it was clear that the case could not be disposed of until it was known if Mr. Butler's representatives—if there were any—chose to appear, as his estate might be involved.

Mr. Schiller—it is peculiarly unfortunate. This estate is going to rack and ruin, as nothing is being done or has been done for a long time, and our security is really wasting.

Sir Henry Maddocks suggested that the Judge should fix a day for the hearing of the action, as the charges that the defendants had made would otherwise be held up indefinitely. In the meantime the widow and son of Mr. Butler could be communicated with.

Replying to the Judge, Mr. Schiller said that the charges of fraud were denied by the plaintiffs and Mr. Henley.

Mr. Justice McCardie—I am afraid that owing to this unfortunate episode that has been mentioned the case must stand over, and there will be liberty to restore it.

The Funeral.

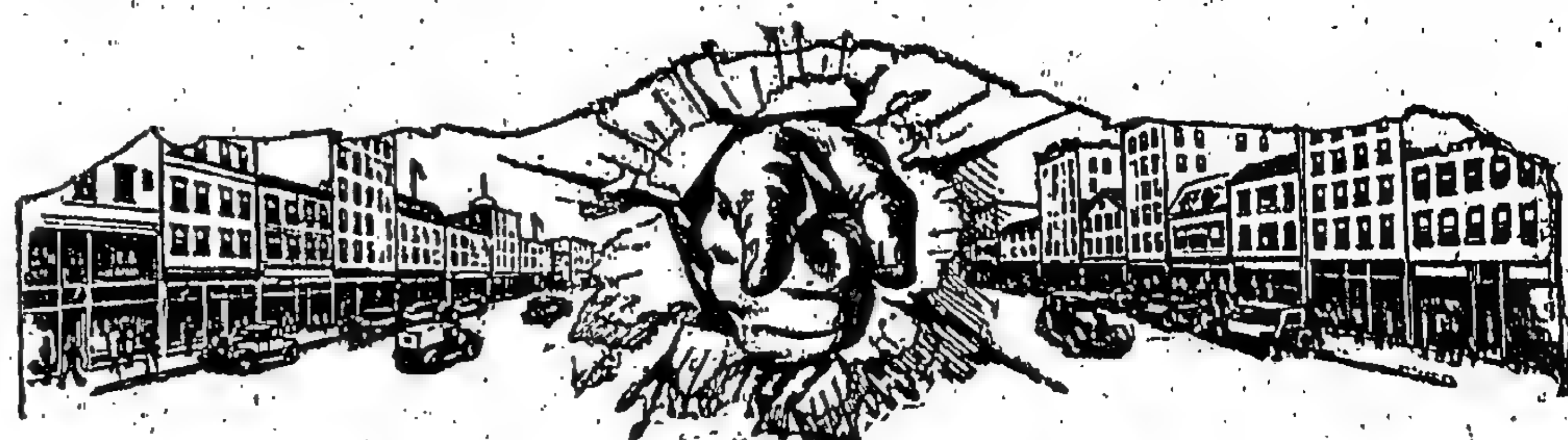
Not a mourner was present, nor was a flower placed on the grave, when the body of Walter Henry Brown, the stockbroker whose body was found in the Thames,

was buried at Weybridge Cemetery yesterday afternoon. The Rector of Weybridge read the simple sentences of the special committal for suicides.

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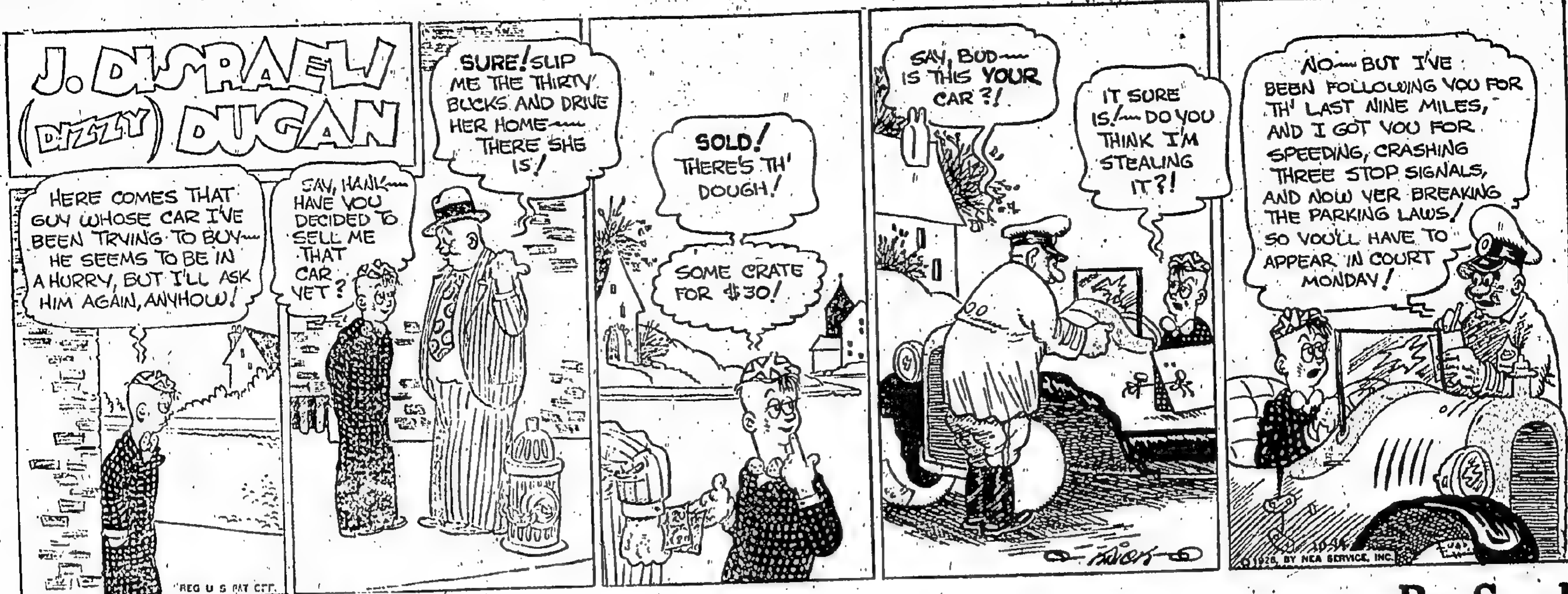
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EMPEROR OF RUSSIA	Mar. 6	Mar. 9	Mar. 12	Mar. 14	Mar. 17
EMPEROR OF ASIA	Mar. 20	Mar. 23	Mar. 26	Mar. 28	Mar. 31
EMPEROR OF FRANCE	Apr. 10	Apr. 13	Apr. 16	Apr. 18	Apr. 21
EMPEROR OF RUSSIA	May 4	May 7	May 10	May 12	May 15
EMPEROR OF ASIA	May 15	May 18	May 21	May 23	May 26
EMPEROR OF FRANCE	Jun. 5	Jun. 8	Jun. 11	Jun. 13	Jun. 16
EMPEROR OF RUSSIA	Jun. 19	Jun. 22	Jun. 25	Jun. 27	Jun. 30
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DRIVEN TO LOOK FOR TRICK PROBLEMS.

London's elementary school-children are "setting the pace" for their examiners.

Nearly 9,000 children, not more than 11 years of age, have just sat for the junior county scholarships examination, for which only about 800 scholarships are available. These are some of the problems submitted to them:

In a piece of cloth 9 inches by 9 inches there are 4 strands of yarn running breadthways across the piece and 135 strands running along the piece. How many yards of yarn are used in making a piece of such cloth 10 yards long and 27 inches wide?

The salary of Mr. Slow began at \$100 a year and rose every year by \$10. The salary of Mr. Quick was \$50 for the first six months, with a rise of \$2 10s. at the end of each six months. How many years did it take for the total earnings of Mr. Quick to exceed those of Mr. Slow by \$40?

A marble is dropped from a height of 36 inches on to a pavement. It rebounds 30 inches and continues to fall and rebound, rising each time to five-sixths of the height from which it had last fallen. How far has the marble travelled when it hits the pavement for the fourth time?

Tom cycles from home to the factory each morning at 10 miles per hour, and regularly passes his father, who walks from home to the factory, at four miles per hour at the same spot, which is a quarter of a mile from the factory gates. One day Tom was detained on the road by a friend and reached the gates at the same time as his father. For how many minutes was Tom delayed?

These questions, with two others, the children had to answer in 10 minutes. To test their difficulty, the one relating to the bouncing marble was submitted to several adults.

"Quite Simple."

One solved the problem in six minutes; a B.Sc. took only one minute—but got the wrong answer, retrieving his mistake in two more minutes.

A teacher, smiling indulgently, said: "Our children are taught to do these problems by diagrams quite simply." He drew a nice little diagram, worked out the proportions correctly, and added up the total—but forgot that the marble rebounded as well as fell!

An official of the Education Committee announced that a number of children were able to obtain 100 per cent. marks.

Mr. W. J. Pincombe, secretary of the London Teachers' Association, said: "The examination has often been described as a 'capacity catch net,' and that it is, and nothing more. Teachers feel that for a number of reasons, children who would benefit by a secondary education are not detected by this method, and many suggestions have been made for supplementing the awards made at the examination by subsequent awards to children who develop at a later age.

"Children who miss the junior county scholarships have the opportunity of going to central schools, where they often do extraordinarily well."

The answers to the problems given above are: 5,460; 16; 187 2/3 inches; 2 1/2 minutes.

THE SALT FUNDS.

STATEMENT BY CHIEF INSPECTOR.

We have received from Mr. F. Hussey-Freke, Associate Chief Inspector of the Salt Fund, the following reply to critics of the new arrangement whereby the Ministry of Finance has control of all salt funds but earmarks \$10,000,000 annually for loan service.

It is true that I have accepted the position of Associate Chief Inspector of the National Government under the functions of the Inspectorate Service, under the temporary arrangement which has been agreed upon will differ considerably from those provided for by the Reorganisation Loan of 1918.

The principal difference lies in the arrangements for the custody of the Salt Revenue.

Under the Reorganisation Loan Agreement the District Inspectors were intended to collect the revenue and lodge it in foreign banks where it remained until the loans for which the Chief Inspectors were responsible under that agreement had been fully met. It must, however, be remembered that it has not been possible to carry out this procedure except in a very partial degree for many years, while within recent months the Inspectorate has been powerless to secure any part of the salt revenue whatever.

Under the new temporary arrangement all salt revenue, as soon as collected by the District Inspectors, is to be credited locally to the account of the Minister of Finance in the collecting (Chinese) banks. The Minister of Finance has undertaken to transfer, from the first collections paid into his account every month in each district, a certain quota of revenue to the account of the District Inspectors sufficient to make up a total of \$10,000,000 annually, this being approximately the sum required to meet the service of those loans for which the Chief Inspectors have in the past borne responsibility. The Chief Inspectors will continue to serve these loans with the above-mentioned \$10,000,000, which will be lodged in the foreign banks by the District Inspectors as and when it is received from the Minister of Finance every month.

Two Alternatives.

The Inspectorate, therefore, under the new temporary arrangement, will not retain uninterrupted control over any part of the salt revenue, but will depend upon the Minister of Finance for the funds required to meet the loans under its charge.

I am aware that this arrangement is meeting with criticism, as to which I offer the following comments. I have already pointed out that matters have reached a stage where the Inspectorate was powerless to obtain custody of any part of the Salt Revenue—this provision of the Reorganisation Loan Agreement was completely inoperative. At the same time no attempt was being, or had ever been, made by the parties to the Loan Agreement—the Chinese Government and the Group Banks—either to revise the Agreement or to render its provisions workable by the Inspectorate. As a consequence, I was faced with two alternatives (1) to attempt to carry on a system which afforded no funds either to

DEATH OF SIR JOHN MURRAY.

HEAD OF THE FAMOUS PUBLISHERS.

London, Nov. 30.

The death has occurred of Sir John Murray.—*Reuter.*

[Sir John Murray was head of the well-known publishing house, founded in 1768, of John Murray. He was knighted in 1926. Educated at Eton and Magdalen College, Oxford, he entered the publishing business early in his career, and developed it to a great extent. He wrote several books, one the "Memoirs of John Murray III." Deceased was in his 78th year, being born in London in 1851.]

meet the bondholders' claims or even to maintain the Service in existence, manifestly an impossible task, or (2) to endeavour to reach a temporary solution which, while acceptable to the Chinese Government, held out some possibility of the Inspectorate being enabled to secure funds with which to meet its loan responsibilities. In the interests of the Chinese Government, whose employee I am, and of the bondholders, I have chosen the latter course and take full responsibility for having done so. I believe, in the circumstances, it is the best arrangement which can at present be made.

"Surplus" Secured Loans.

My critics have also referred to loans secured upon the "Salt Surplus." This term has always been applied to salt funds which remained at the disposal of the Minister of Finance after the loan payments for which the Inspectorate Service was responsible had been met. It is generally known that previous Chinese Governments have raised loans—I believe a very large number—from both Chinese and foreign sources on this "Surplus," but the Inspectorate has never been connected in any way with such loans, nor even possesses any record of their flotation or existence. I personally know nothing about them beyond what I have read in the Press. Such loans have been served entirely by the Minister of Finance, presumably from "surplus" above-mentioned, but, if so, certainly without the Inspectorate incurring any responsibility. Under the new temporary arrangement all salt revenue not required for loans served by the Inspectorate remains in the account of the Minister of Finance. The parties, therefore, who are interested in the "surplus" secured loans appear to be in the same position as before, independent for their claims upon funds with which the Inspectorate has no concern.

My acceptance of appointment under temporary Service regulations does not, of course, preclude formal negotiations on the subject of the Reorganisation Loan Agreement between the parties to that Agreement, the Chinese Government and the Group Banks, if such are considered desirable. That is not my concern. I cannot prophesy regarding the future but until the Inspectorate is in a position to carry out the provisions of the Reorganisation Loan Agreement or that Agreement is formally revised, I can only assure all parties that I shall do my utmost to make the present temporary arrangement a success. (Signed) F. Hussey-Freke.

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Pres. Wilson	Sun., Dec. 30, 8 a.m.	Pres. Folk	Sun., Feb. 10, 8 a.m.

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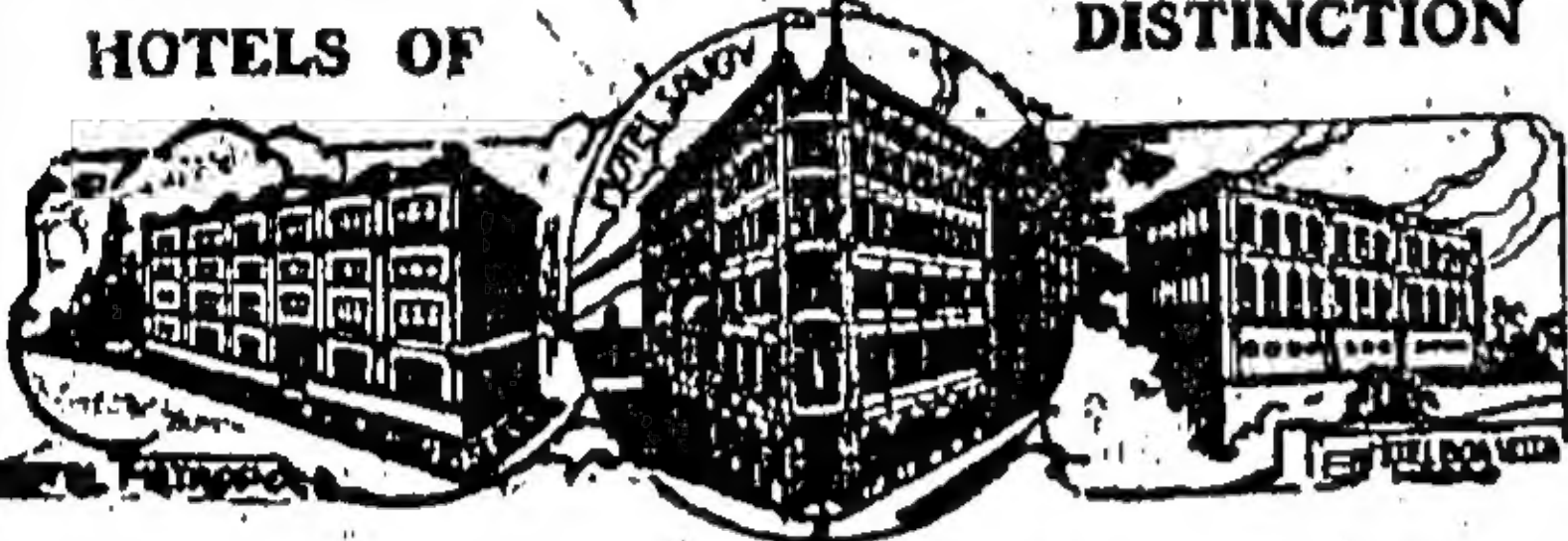
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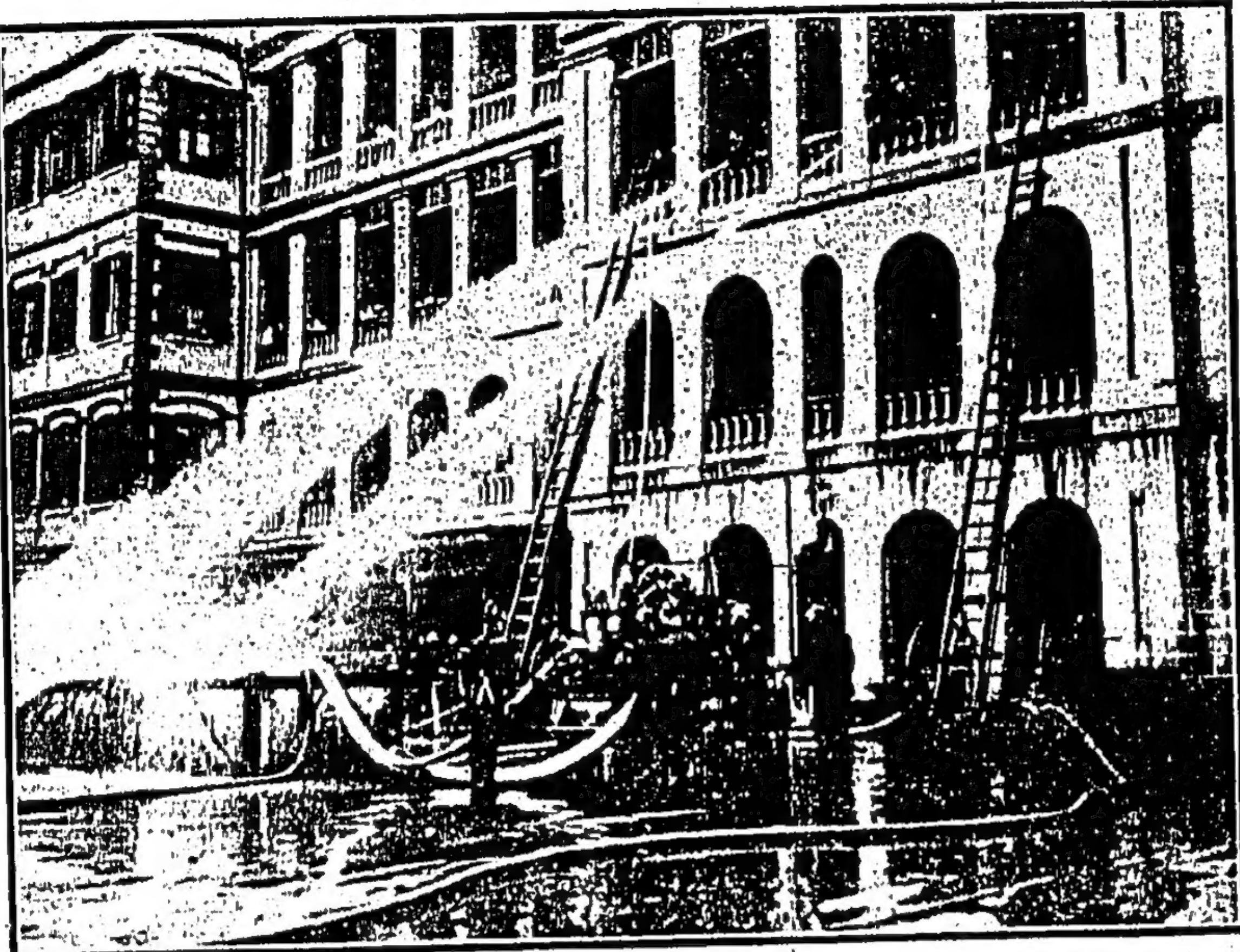
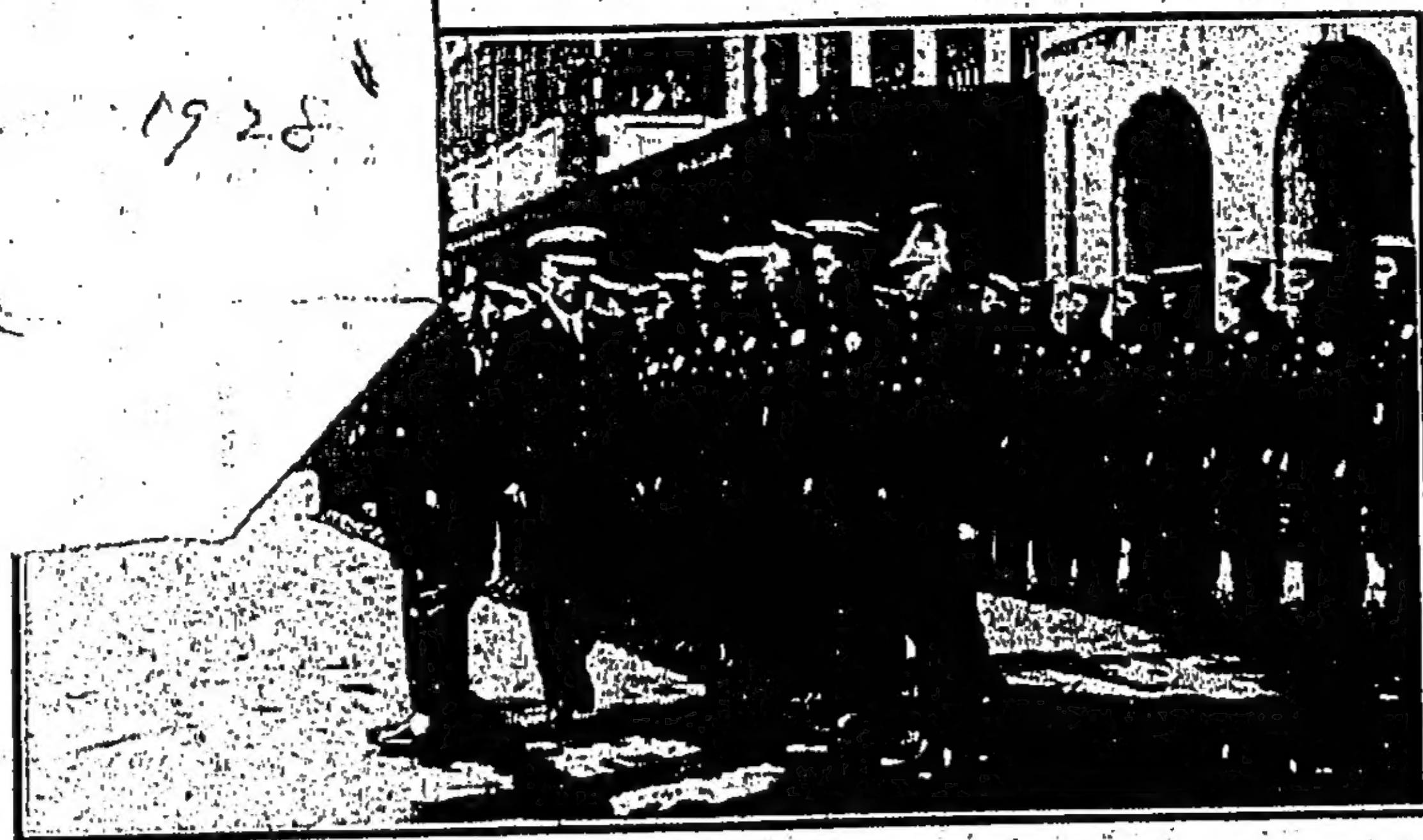
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HONG FIREMEN GIVE ANNUAL DISPLAY.



These interesting photographs were taken at the annual drill display of the Hong Kong Fire Brigade, which took place at the Central Police Station compound on Wednesday afternoon. Top picture shows the Hon. Mr. E. D. C. Wolfe inspecting the Brigade, whilst below firemen are seen at work with the hose. (Photos: Mee Cheung).

THIS AFTERNOON'S
RACING.WINSOME STAG SHOULD WIN
CHAMPIONS.

TIPS BY "RINGTAIL."

To-day the curtain will be rung down on the season's racing at Happy Valley, and there will be many regrets.

We have an interesting day's racing to discuss at the finale, and two of the handicaps down for decision have fairly open appearances. The going will be all that could be desired, and if ponies only run true to form an interesting day's sport should be the result.

Mr. Wong, who is at the head of the winning jockeys, looks likely to have a good day ahead of him as he will be riding a couple of certainties at to-day's meet.

I believe we are to be honoured by the presence of a Chinese General in the novice race to-day. He will be riding Mr. Ho Sai-man's Black Pearl, not much of a mount I should imagine; still, it will give our friend a look-see at the track in case he should feel inclined to give us another call later on.

The Stag Stable has acquired the services of Mr. Wong to ride Winsome Stag in the Champions, and Mr. Wong should just about account for this event, as his pony is up to the correct form at the moment. As it has been rumoured that there will only be two starters in this race, I have an idea that Mr. Wong will have an easy time of it.

My selections are:
1st Race.—1st, O'Moon; 2nd, San Francisco.

2nd Race.—1st, As You Like It; 2nd, Ace of Spades; 3rd, District Call.

3rd Race.—1st, Sunning; 2nd, Fanling Stag; 3rd, Warrington.

4th Race.—1st, Boxing Eve; 2nd, Coos Bay; 3rd, Pick.

5th Race.—1st, Erastville; 2nd, Tarzan; 3rd, Caesar or Tangle.

6th Race.—1st, Fifty Fifty; 2nd, Misty Eve; 3rd, Doubtful.

7th Race.—1st, Winsome Stag; 2nd, One Third; 3rd, San Francisco.

8th Race.—1st, Blue World; 2nd, Tap Stag; 3rd, Rose Hall.

Lt.-Col. F. G. Barker, of Twyford, the new Master of the Garth Hunt, was out for the first run on November 6, when he was thrown, fracturing his right leg.

AMENDED LIQUOR AMERICAN NAVAL
ORDINANCE. INVITATION.LIMITING SHIPMENT
TIME.COMMISSION AGENTS MUST
HAVE LICENCES.

GUILTY KNOWLEDGE.

The Government intends to make certain amendments in the Liquors Ordinance of 1911 which experience has shown to be advisable. The draft of the Ordinance appears in the current issue of the Gazette.

Clause 5 of the Bill amends section 6 (4) of Ordinance 9 of 1911 by limiting its effect to owners, charterers or agents of ships who import any intoxicating liquor solely for the purpose of export under through Bills of Lading. This amendment will prevent commission agents here, who take orders for the supply of liquor to places outside the Colony, from continuing to carry on such business without a licence.

Ship to Ship Permits.

Clause 11 of this Bill provides a form of ship to ship removal permit and shortens the period for shipment of liquors to twenty-four hours before the time mentioned in the ship's clearance. This shortening is considered desirable for the purpose of lessening the opportunities of committing offences against this Ordinance. It also empowers the Superintendent to demand the production of shipping documents.

Clause 14 of the Bill repeals section 70 of Ordinance 9 of 1911, because it is undesirable that the power to search goods or baggage should be limited to cases in which there is reasonable cause to suspect that such goods or baggage contained dutiable liquors or denatured spirits.

Clause 15 of the Bill amends section 71 of Ordinance 9 of 1911 so as to confer upon Revenue Officers, authorized by the Superintendent in that behalf, power to search any ship, not being or having the status of a ship of war, and to seize remove and detain anything found in any such ship with respect to which the Revenue Officer has reasonable grounds of suspecting that any

BRITISH PREMIER FORWARDS
FRIENDLY REPLY.

DOUBT REMOVED.

London, Nov. 30.

Despite yesterday's report from Washington that well-informed circles did not expect Mr. Baldwin to reply to Mr. Britton's proposal for a naval conference between British M.P.'s and members of the U. S. Naval Affairs Committee of the House of Representatives, Reuter understands that the Prime Minister's office has despatched a friendly reply to the invitation.

The reply is stated to be inspired by the same spirit which animates the invitation, and has been sent to the British Ambassador, who is in the first instance communicating with the United States State Department.

Yesterday's report stated that official Washington did not take Mr. Britton's action seriously, though it was unofficially stated that not only would the American Government almost certainly ignore the unusual procedure adopted by the chairman of the naval affairs committee, but he might also be asked to explain the correctness of his procedure as a member of Congress in taking up international matters direct with the head of the British Government.

It was pointed out that his action was totally incorrect and he might be asked to explain why he did not utilise the usual diplomatic channels.—Reuter.

offence against Ordinance 9 of 1911 has been committed.

Guilty Knowledge.

The new section 87 of Ordinance 9 of 1911, (enacted by clause 20 of the Bill) differs from the previous section 87 in making it necessary for every person to give correct details of any particulars, returns, etc., which he supplies under the Ordinance, at his peril of being guilty of an offence unless he can prove both absence of knowledge of the incorrectness and absence of negligence conducing to it. This amendment is very necessary because the present section 87 which lays on the prosecution the onus of proving guilty knowledge, enables a party supplying incorrect particulars, returns, etc., to escape liability too easily.

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